

## **APPENDIX F**

### **CONCURRENCE POINTS AND RECORDS OF MEETINGS SINCE PUBLICATION OF THE 2015 DEIS**

## **APPENDIX F1**

### **MERGER MEETINGS AND CONCURRENCE POINTS**



Date	Meeting Type	Attendees	Location	Purpose
05/18/2016	Merger Team Meeting	AECOM: Andrew Bell, Neil Dean, Celia Foushee, Joanna Rocco, Elizabeth Wargo, Chris Werner City of Asheville: Cathy Ball FBRMPO: Lyubov Zuyeva FHWA: Mitch Batuzich, Felix Davila, Clarence Coleman HNTB: Jennifer Harris NCDENR: Kevin Barnett NCDNCR: Renee Gledhill-Earley NCDOT: Rick Tipton, Kristina Solberg, Zahid Baloch, Michael Wray, Derrick Weaver, Kirby Pendergraft, Bill Zerman, Steve Kendall, Carla Dagnino, Jeff Hemphill, Drew Joyner, James Dunlop, Brendan Merithew, Mark Staley, Tim Sherrill, Doug Calhoun, Herman Huang NCWRC: Marla Chambers USACE: Lori Beckwith, Monte Matthews, Tracey Wheeler USEPA: Cynthia Van Der Wiele USFWS: Marella Buncick	NCDOT Structure Design Conference Room C	To discuss comments received on the 2015 DEIS and obtain concurrence on a least environmental damaging practicable alternative (LEDPA).
07/18/2018	Merger Team Meeting	AECOM: Neil Dean, Claudia Lee, Celia Miars, Joanna Rocco, Eric Spalding CALYX: Heather Wallace FHWA: Michael Dawson NCDENR: Kevin Barnett NCDOT: Derrick Weaver, John Jamison, Jennifer Martin, Steve Cannon, Cameron Cochran, Randy McKinney, Brendan Merithew, Marissa Cox, Kathy Herring, Chris Manley, Melissa Miller, Mike Sanderson, Carla Dagnino, Shane Clark, Jody Kuhne, Jeff Hemphill, Matt Lauffer, Brain Lipscomb, Danile Sellers USACE: Lori Beckwith, Monte Matthews USFWS: Marella Buncick	NCDOT Structure Design Conference Room C	To achieve concurrence on CP 4A – Avoidance and Minimization.

## MEETING SUMMARY



To: Meeting Attendees  
Project File

From: Celia Foushee  
AECOM

Date: June 15, 2016

RE: **Section 404/NEPA Merger Process – Concurrence Meeting: CP 3  
NCDOT STIP Project I-2513 (I-26 Connector)**

---

### Meeting Attendees:

Mitch Batuzich, FHWA	Bill Zerman, NCDOT – Hydraulics
Felix Davila, FHWA	Steve Kendall, NCDOT – Roadway Design
Clarence Coleman, FHWA	Carla Dagnino, NCDOT - NES
Lori Beckwith, USACE	Jeff Hemphill, NCDOT – NES
Monte Matthews, USACE	Drew Joyner, NCDOT – HES
Tracey Wheeler, USACE	James Dunlop, NCDOT – Congestion Management
Marella Buncick, USFWS*	Brendan Merithew, NCDOT – TPB
Marla Chambers, NCWRC	Mark Staley, NCDOT – Roadside Environmental Unit
Cynthia Van Der Wiele, USEPA	Tim Sherrill, NCDOT – SMU
Lyubov Zuyeva, French Broad River MPO	Doug Calhoun, NCDOT – SMU
Renee Gledhill-Earley, NCDNCR – SHPO*	Herman Huang, NCDOT – Community Studies
Kevin Barnett, NCDENR – DWS*	Jennifer Harris, HNTB
Cathy Ball, City of Asheville	Andrew Bell, AECOM
Rick Tipton, NCDOT – Division 13	Neil Dean, AECOM
Kristina Solberg, NCDOT – Division 13*	Celia Foushee, AECOM
Zahid Baloch, NCDOT - PDEA	Joanna Rocco, AECOM
Michael Wray, NCDOT - PDEA	Elizabeth Wargo, AECOM
Derrick Weaver, NCDOT – Program Management	Chris Werner, AECOM
Kirby Pendergraft, NCDOT – Hydraulics	

\*Joined meeting via telephone

A meeting was held at 3:15 PM on Wednesday, May 18, 2016 in the Structures Design Conference Room at the North Carolina Department of Transportation (NCDOT) Century Center. The purpose of this meeting was to present project information to the Merger Team in order to obtain Concurrent Point (CP) 3 (Least Environmentally Damaging Practicable Alternative (LEDPA)/Preferred Alternative). Attendees of the meeting are shown above. A merger packet was distributed to meeting attendees.

Derrick Weaver began the meeting by stating the meeting's purpose and initiating introductions. Chris Werner gave a presentation on the following:

## MEETING SUMMARY

June 15, 2016

Page 2 of 4

- A brief overview of the project study area and the alternatives;
- A statistical overview of comments received on the 2015 Draft Environmental Impact Statement (DEIS) and comments from the November 2015 Corridor Public Hearing;
- A comparison of the alternatives and the associated impacts, including qualitative and quantitative impacts for each section. Qualitative comparisons included changes in access, weaving patterns, traffic patterns, bicycle and pedestrian accommodations, ramp types, etc. Quantitative comparisons included stream impacts, wetland impacts, number of traffic signals, number of bridge crossings, etc.; and,
- Items addressed as a follow up to CP2A Revisited, which included:
  - Evaluating the feasibility to include bridging over Smith Mill Creek as opposed to culverts, as requested by the Merger Team, even though the water in this stream is of low quality due to high levels of runoff. The long culverts proposed in Alternatives 3 and 3-C were not desirable, but were acceptable. As a result of the evaluation, it was determined a combination of bridging and retaining walls could be utilized to eliminate approximately 600 linear feet of impacts to Smith Mill Creek, estimated to cost approximately \$3.35 million.
  - Evaluating the feasibility to shift ramp alignments in the northwest quadrant of Alternatives A-2 and D-1 to eliminate bridge piers being located within Upper Hominy Creek. NCDOT investigated the potential to realign this ramp for these alternatives in order to shift the bridge outside of the stream limits. NCDOT has since incorporated this request into the current designs and removed the bridge piers from Upper Hominy Creek; all of which were reflected within the 2015 DEIS.

Discussion points from the meeting are summarized below:

- Discussions during the presentation:
  - It was questioned if the adverse effect (visual impact only) resulting from Alternative 4-B to the Montford Area Historic District (which includes the Riverside Cemetery) could be mitigated. The response stated if this alternative is selected, the project team will coordinate with the State Historic Preservation Office (SHPO) and the property owner to determine the appropriate mitigation. It was further questioned what the approximate impacts would be on the historic district and the Riverside Cemetery. The response stated the visual impact is associated with the multiple flyover ramps being stacked above the existing roadway, which would be similar to the height of a five-story building (approximated from current designs); whereas the height for Alternative 4 would be similar to a two to three-story building (approximated from current designs).
  - It was questioned whether the lack of direct access to Haywood Road associated with Alternatives 3 and 3-C was a fatal flaw issue. The response stated that access would still be available, is projected to operate acceptably from a traffic perspective, and can be signed adequately for motorists to make the appropriate movement in order to access Haywood Road from I-26EB.

- It was questioned if all alternatives in Section B would result with Patton Avenue being reverted to more of a boulevard type facility, allowing opportunity for more pedestrian and bicycle accommodations. The response stated that Alternatives 3 and 3C would result with I-240 traffic remaining on the Captain Jeff Bowen Bridges; whereas Alternatives 4 and 4B would remove both I-26 and I-240 traffic from the Captain Jeff Bowen Bridges.
- Discussions after the presentation, regarding selection of the LEDPA:
  - Discussion was initiated by the USACE stating preference for LEDPA in Section C is Alternative F-1, in Section A is the Widening Alternative, and Section B is Alternative 4B. It was noted that Alternatives 4 and 4B solve more of the transportation and access issues. Upon review of the impacts, while Alternative 4B has higher stream impacts and increase in impervious surface, the floodplain impacts are lower. In the future erosion control strategies will be used to mitigate for the increase in impervious surface impacts. It was also noted that while stream impacts are higher for Alternative 4B, the highest impacts occur to UT 1B to Smith Mill Creek, which has a relatively low quality score and is not considered a high quality mountain stream.
  - Input from the French Broad River MPO (FBRMPO) resulted in agreement in selecting Section C Alternative F-1, Section A Widening Alternative, and Section B Alternative 4B as the LEDPA. It was questioned how the properties under the flyover bridges may be utilized in the future. NCDOT stated there cannot be any private or public buildings under the structures because this will be NCDOT right-of-way; however, the NCDOT and the City of Asheville can enter into an agreement to use the land as a greenspace.
  - Input from the City of Asheville resulted in agreement in selecting Section C Alternative F-1, Section A Widening Alternative, and either Section B Alternative 4 or 4B as the LEDPA.
  - It was questioned as to whether a study has been completed to determine the types of impacts that may occur during the construction phasing. The response stated that a Construction Effects Memorandum was prepared, which developed conceptual construction phasing concepts appropriate for this level of design, which was summarized within the 2015 DEIS. At this point, construction impacts are anticipated to be within the proposed right of way. Additionally, detailed evaluation of construction phasing concepts will be further developed as more detailed designs are prepared for the LEDPA.
  - Upon review of the remaining Merger Team Members perspectives, all were in agreement that the LEDPA in Section C is Alternative F-1, in Section A is the Widening Alternative, and Section B is Alternative 4B. Remaining input was needed from the NC Department of Cultural Resources (NCDNCR). NCDNCR agreed with Section C Alternative F-1 and Section A Widening Alternative; however, was concerned with the visual impacts associated with Section B Alternative 4B. NCDNCR agreed to select Alternative 4B as the LEDPA for Section B on the condition that FHWA and NCDOT will provide mitigation where feasible and coordinate regarding aesthetics to be incorporated. FHWA and NCDOT agreed. NCDOT also noted the project team will be coordinating with an Aesthetic

Advisory Committee, which had previously been established for the project, to determine mitigation opportunities.

- Prior to obtaining concurrence, the USACE requested the following statement be included on the concurrence form noting that the typical sections will be reevaluated:

*Note: Following selection of the LEDPA, design details such as reevaluation of the project typical sections (number of lanes) and additional avoidance and minimization efforts will be considered and implemented into the refinement of preliminary designs for the LEDPA based on a new traffic forecast (which will be developed from current FBRMPO Model). Should the impacts increase from those presented within the 2015 DEIS, the Merger Team will be informed and will determine if CP3 needs to be revisited.*

- Following revisions to the concurrence form, it was agreed by all Merger Team Members that the LEDPA for I-2513 I-26 Connector for each section is as follows:
  - Section C: Alternative F-1
  - Section A: Widening Alternative
  - Section B: Alternative 4-B

Action Items:

- NCDOT PDEA will coordinate to obtain signatures not received at the meeting. *Update: All signatures have been received on the CP 3 form (see attached).*

# MERGER PROJECT TEAM MEETING AGREEMENT

## Concurrence Point No. 3 – Least Environmentally Damaging Practicable Alternative (LEDPA)

Project Name/Description: I-26 Connector  
 TIP Project No.: I-2513  
 State Project No.: 8.U843701  
 Federal-Aid Project No.: MANHF 26-1 (53)

### Concurrence

The Project Team has concurred on this date of May 18, 2016 with the selection of the following alternatives in combination as the Least Environmentally Damaging Practicable Alternative (LEDPA) for the proposed project.

#### Section C

- ☐ Alternative A2  
☐ Alternative C2  
☐ Alternative D1  
☒ Alternative F1  
☐ No-Build

#### Section A

- ☒ Widen Existing  
☐ No-Build

#### Section B

- ☐ Alternative 3  
☐ Alternative 3-C  
☐ Alternative 4  
☒ Alternative 4-B  
☐ No-Build

*Note: Following selection of the LEDPA, design details such as reevaluation of the project typical sections (number of lanes) and additional avoidance and minimization efforts will be considered and implemented into the refinement of preliminary designs for the LEDPA based on a new traffic forecast (which will be developed from current FBRMPO Model). Should the impacts increase from those presented within the 2015 DEIS, the Merger Team will be informed and will determine if CPs needs to be revisited.*

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

U.S. Fish and Wildlife Service

N.C. Wildlife Resources Commission

N.C. Department of Cultural Resources

N.C. Division of Water Resources

Federal Highway Administration

French Broad River MPO

N.C. Department of Transportation

[Signature]  
 [Signature]  
 DocuSigned by:  
 Marilla Bunick  
 13077 FODCJET48B  
 [Signature]  
 DocuSigned by:  
 Renee Gledhill-Earley  
 DocuSigned by:  
 Kevin Barnett  
 D9465Q26204110A  
 [Signature]  
 [Signature]  
 [Signature]





STIP I-2513 I-26 Connector

## Concurrence Point 3: LEDPA Selection

May 18, 2016

NAME	AGENCY/ORGANIZATION	EMAIL
Michael Batuzich	FHW A	michael.batuzich@dot.gov
Marla Chambers	NCWRC	marla.chambers@ncwildlife.org
Steve Kendall	NCdot- Roadway Design	SKendall@ncdot.gov
Jennifer Harris	HNTB	jharris@hntb.com
Monte Matthews	USACE	Monte.K.Matthews@usace.army.mil
James Dunno	NCdot Construction Mgmt	jdunlop@ncdot.gov
KIRBY PENDERGRAFT	NCdot Hydraulics	kendergraft@ncdot.gov
CYNTHIA VAN DER WIELE	USEPA	vanderwiele.cynthia@epa.gov
Bill Zeman	Hydraulics	bzeman@ncdot.gov
Mark Staley	NCdot-REU	mstaley@ncdot.gov
Carla Dagnino	NCdot-UES	cdagnino@ncdot.gov
Lyubov Zuyeva	FBRMPO	lyuba@landofsky.ork
TIM SHEPHERD	NCdot SMU	THSHEPHERD@NCdot.gov
Doug Calhoun	NCdot SMU	dcalhoun@ncdot.gov
FELIX DAVILA	FHW A	felix.davila@dot.gov
Elizabeth Wargo	AECOM	elizabeth.wargo@aecom.com

## Concurrence Point 3: LEDPA Selection

**May 18, 2016**

[illegible]





STIP I-2513 I-26 Connector

## Concurrence Point 3: LEDPA Selection

May 18, 2016

NAME	AGENCY/ORGANIZATION	EMAIL
Drew Joyner	NC DOT - HES	djoyner@ncdot.gov
Lori Beckwith	USACE	loretta.a.beckwith@usace.army.mil
JEFF HEMPHILL	NC DOT - NCH	jhemphill@ncdot.gov
BRENDAN MEREDITH	NC DOT	bmeredith@ncdot.gov
ZARID BALUCH	NEPIT	2baluch@ncdot.gov
CYNTHIA VAN DER WIELE Andrew Bell	USEPA	Vanderwiele.cynthia@epa.gov
Marella Buncick*	AECOM	ANDREW.BELL@AECOM.COM
Kevin Barnett*	USFWS	Marella_Buncick@fws.gov
Kristina Solberg*	NC DENR - DWR	kevin.barnett@ncdenr.gov
Renee Gledhill-earley*	NC DOT Division 13	klisolberg@ncdot.gov
	NC DCR - SHPO	venee.gledhill-earley@ncdcr.gov

\* Phone attendance

## MEETING SUMMARY



To: Meeting Attendees  
Project File

From: Celia Miars  
AECOM

Date: September 7, 2018

RE: **Section 404/NEPA Merger Process – CP4A Meeting**  
**NCDOT STIP Project I-2513 (I-26 Connector)**

---

### Meeting Attendees:

Michael Dawson, FHWA  
Lori Beckwith, USACE\*  
Monte Matthews, USACE  
Marella Buncick, USFWS  
Kevin Barnett, NCDEQ\*  
Derrick Weaver, NCDOT – Environmental Policy Unit  
John Jamison, NCDOT – Environmental Policy Unit  
Jennifer Martin, NCDOT – Project Management Unit  
Steve Cannon, NCDOT – Division 13\*  
Cameron Cochran, NCDOT – Division 13\*  
Randy McKinney, NCDOT – Division 13\*  
Brendan Merithew, NCDOT – Division 13\*  
Marissa Cox, NCDOT – Biological Surveys Group  
Kathy Herring, NCDOT – Biological Surveys Group  
Chris Manley, NCDOT – Biological Surveys Group

Melissa Miller, NCDOT – Biological Surveys Group  
Mike Sanderson, NCDOT – Biological Surveys Group  
Carla Dagnino, NCDOT – EAU  
Shane Clark, NCDOT – Geotechnical Engineering Unit\*  
Jody Kuhne, NCDOT – Geotechnical Engineering Unit\*  
Jeff Hemphill, NCDOT – NES  
Matt Lauffer, NCDOT – Hydraulics  
Brian Lipscomb, NCDOT – Hydraulics  
Daniel Sellers, NCDOT – Transportation Planning Branch  
Heather Wallace, CALYX  
Simone Robinson, NCDOT – Public Involvement  
Andrew Bell, AECOM  
Neil Dean, AECOM  
Claudia Lee, AECOM  
Celia Miars, AECOM  
Joanna Rocco, AECOM  
Eric Spalding, AECOM

\*Joined meeting via telephone

A meeting was held at 1:00 PM on Wednesday, July 18, 2018 in the Structures Design Conference Room at the North Carolina Department of Transportation (NCDOT) Century Center. The purpose of this meeting was to present project information to the Merger Team in order to obtain Concurrent Point (CP) 4A (Avoidance and Minimization). Attendees of the meeting are shown above. A merger packet was distributed to meeting attendees.

Joanna began the meeting with a brief overview of the project history, recent updates, and the preferred alternative selected at CP3 in May 2016. Recent updates discussed include:

- An overview of the previous merger meetings held and dates concurrence was received.
- DEIS Published in October 2015
- Corridor Public Hearing held in November 2015

## MEETING SUMMARY

September 7, 2018

Page 2 of 3

- Established the I-26 Working Group in March 2016
- Traffic studies were updated throughout 2016
- Preliminary designs were updated throughout 2017 and 2018
- Technical studies were updated throughout 2017 and 2018

Below is an overview of other discussion points throughout the presentation.

- Major design revisions since CP 3 include:
  - Reconfiguration of Amboy Road to a split diamond interchange with roundabouts.
  - Elimination of the collector/distributor roads in Section C
  - I-26/I-240/Patton Avenue interchange reconfiguration
  - Realignment of the West Asheville Greenway
- Changes in impacts based on the design refinements to cultural resources, parks and recreational areas, and natural resources.
- Coordination with the City of Asheville regarding the design refinements and bicycle and pedestrian accommodations.
- Next steps in the project include finalizing the preliminary designs, finalizing the Traffic Noise Analysis, finalizing the Final Environmental Impact Statement, completing the Section 7 consultation, and completing Section 106 coordination.

Joanna concluded the presentation of the avoidance and minimization efforts completed thus far on the proposed project.

Discussions regarding the bridge construction of the project began and what types of avoidance, minimization, and mitigation measures should be included in the Biological Assessment (BA) for the gray bat and Appalachian elktoe. It was noted there are several bridge replacements over the French Broad River and Hominy Creek, and three new location bridges over the French Broad River within the project study area. Commitments should be made to prevent the design build team from adding excessive bents in the river.

NCDOT noted that when discussing the commitments to bridge construction for the project, the project team should estimate the worst-case scenario (i.e. maximum of 50 percent of the French Broad River blocked by causeways). In past conversations regarding the bridge construction of the bridges for STIP project I-4400/I-4700, a criterion of 50 percent was designated as the maximum amount the USACE and USFWS would allow causeways to block the river flow. NCDOT has held preliminary discussions with several units including the division office, hydraulics, and structures and determined that the flyover bridges in Section B of the proposed project could likely be constructed with the 50 percent constraint in place. NCDOT and AECOM are currently coordinating to produce a hydraulic model that will identify the effect of causeways on the hydrology of the river (i.e. if placing a causeway in the river that blocks 50 percent of the river would cause substantial flooding effects upstream and surrounding properties within the floodplain, therefore, necessitating a lower constraint).

NCDOT, the USACE, and USFWS are holding a meeting on July 25, 2018 in Asheville to discuss potential bridge construction commitments that can be included in the BA in order for USFWS to analyze the project effects on the protected species and issue a Biological Opinion (BO). Various commitments NCDOT can make during construction will be discussed, including the potential to block more than 50 percent of the river channel for a period of time in order to place bents, the number of bents that can be placed in the water, phasing of construction, and limiting night work, among other things. These

MEETING SUMMARY

September 7, 2018

Page 3 of 3

commitments will be included in the design build Request for Proposal (RFP) and design build teams must adhere to them during construction.

The USACE and USFWS noted the water flow constraint of no less than 50 percent has been a general rule of thumb so there is minimal impact to the morphology of the waterway as a whole and the potential for scour issues decrease. However, it was noted that in a large system such as the French Broad River, which spans approximately 300 feet wide at the location of the flyover bridges, depending on the hydrological effects upstream and effects to river users, a larger constraint may be allowed. Additional investigations using the hydrologic model will be completed prior to completion of the Section 7 consultation. Modeling should highlight the effects of the bridge construction and surrounding added impervious surface on the Hill Street culvert system (this culvert system has been identified as a gray bat roosting location).

Since not all of the information needed to develop commitments to the bridge construction was available at the time of this meeting, the following commitment was added to the concurrence form:

The merger team will revisit Concurrence Point 4A to discuss any new avoidance and minimization efforts for major crossings (including the Hill Street culvert system) of the French Broad River and Hominy Creek, including those in the Biological Assessment.

The USACE requested additional commitments be added to the concurrence form to address the completion of a River User Safety Plan and River User Communication Plan before or with the application to the USACE.

AECOM will distribute the concurrence form electronically for signatures.

The meeting concluded at 3:00 p.m.

July 18, 2018

**Merger Project Team Meeting Agreement**  
**Concurrence Point No. 4A – Avoidance and Minimization**

Project Name/Description:	I-26 Connector, I-40 to US 19-23-70 North of Asheville in Buncombe County
STIP Project No.:	I-2513
WBS No.:	34165.1.1
Federal Aid Project No.:	MA-NHF-26-1(53)

The Merger Team met on July 18, 2018 and concurred with the following avoidance and minimization measures for STIP Project No. I-2513:

*Section 404 Avoidance and Minimization Measures*

- Impact reductions to streams and wetlands were calculated within the slope stakes of the current preliminary design plus 25 feet versus the designs from the 2015 DEIS with slope stake limits plus 25 feet.
  - o Overall reduced impacts to streams by 724 linear feet.
  - o Overall reduced impacts to wetlands by 0.63 acre.
  - o Reduced 543 linear feet of impacts to UT2C to Upper Hominy Creek by adding a retaining wall in Section C.
  - o Daylighting for Smith Mill Creek for approximately 440' of culvert in the southwest quadrant of the existing interchange.
  - o Eliminated longitudinal impacts to Upper Hominy Creek.
  - o Eliminated longitudinal impacts to Ragsdale Creek.

NCDOT will continue to coordinate with the Section 404/Merger Team to identify avoidance and minimization measures to all waters of the U.S. and ensure that hydraulic structures associated with the project are designed and installed to minimize negative impacts to stream stability (and therefore, water quality) to the extent practicable at Concurrence Point 4B – 30 Percent Hydraulic Review and Concurrence Point 4C – Permit Drawing Review.

*Section 7 of the Endangered Species Act Avoidance and Minimization Measures*

Commitments listed under Section 404 of the Clean Water Act are also commitments in the Biological Assessment (BA). Additional commitments in the BA include:

- NCDOT will continue to coordinate with NCWRC and USFWS regarding avoidance and minimization for the federally-endangered gray bat (*Myotis grisescens*) per Section 7 of the ESA of 1973, as amended and will secure compliance prior to signing the ROD.
  - o Surveys are currently underway to investigate the presence of roosting and foraging habitat for gray bat.
  - o Emergence counts and trapping will be conducted multiple times in 2018 to determine the number, age, and reproductive status of bats using the culvert where bats were found in Section B (Hill Street culvert).
- NCDOT is assuming presence of the Appalachian elktoe (*Alasmodonta raveneliana*) within the project study area and will comply with Section 7 of the ESA of 1973, as amended (16 U.S.C. 1531 et seq.) and information will be sought and secured prior to signing the ROD.
- NCDOT is evaluating constraints associated with construction of the bridges over the French Broad River and Hominy Creek as part of securing Section 7 compliance for the gray bat and

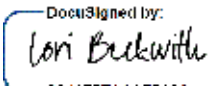
July 18, 2018

Appalachian elktoe. As part of this evaluation, NCDOT will document the efforts used to ensure river users are sufficiently notified of construction activity.

*Human Environment Avoidance and Minimization Measures*

- Eliminated impacts to the French Broad River Greenway
- Reduced impacts to the frontage road of Carrier Park (0.72 acre)
- Eliminated ROW impacts to the Montford Hills Historic District.
- Reduced impacts to West Asheville/Aycock School 0.20 acre.
- Removal of collector-distributor road along I-40W which had the following effects on impacts:
  - o Reduced impacts to the Asheville School Property 2.28 acres.
  - o Reduced ROW impacts along Montgomery Street and eliminated approximately 10 total takes to residential properties.
  - o Eliminated ROW impacts to two businesses in the northwest quadrant of US 19/23/70 (Smokey Park Highway).
- Removal of the collector-distributor road along I-40E, which had the following effects on impacts:
  - o Eliminated ROW impacts to at least four businesses in the southwest quadrant of the I-40/Smokey Park Highway interchange.
  - o Eliminated the extension of an existing RCBC in the southwest quadrant of the I-40/Smokey Park Highway interchange.
  - o Eliminated longitudinal impacts to southeast of the I-40/Smokey Park Highway interchange.
  - o Reduced residential ROW impacts south of I-40E, completely eliminating approximately 10 total takes.
- Revision of the interchange configurations at Brevard Road and Amboy Road to utilize a split diamond configuration between these two roads. This had the following minimization of effects:
  - o Minimized the flyover alignment of Amboy Road to Brevard Road.
  - o Reduced overall proposed ROW and eliminated approximately six total takes.
- Reduction of proposed typical section of I-26 from eight lanes to six lanes between I-40 and Patton Avenue.
- The proposed West Asheville Greenway alignment was shifted in the vicinity of the C. G. Worley House historic property and at the Patton Avenue/ramp Y7RPC intersection. The greenway was moved so that it generally follows the ramp alignment. Along with the use of retaining walls, the alignment shift has reduced the amount of ROW by 0.05 acre.
- Additional retaining walls along US 23 northbound have reduced the ROW needed in the vicinity of Courtland Place.
- Alignment revisions to the West Asheville Greenway in the southeast quadrant of the interchange I-26/Patton Avenue Interchange which will reduce right of way impacts along Hazel Mill Road.
- NCDOT will create a river user safety plan and submit it before or with the application to the USACE.
- NCDOT will create a river user communication plan and submit it before or with the application to the USACE.
- The merger team will revisit CP 4A to discuss any new avoidance and minimization efforts for major crossings (including the Hill Street culvert system) of the French Broad River and Hominy Creek including those in the Biological Assessment.

July 18, 2018

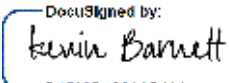
USACE   
DocuSigned by:  
Lori Beckwith  
5C4177E7A701F3420...  
Lori Beckwith

NCWRC   
DocuSigned by:  
Marla Chambers  
2E4CD409C4EF41E...  
Marla Chambers

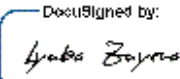
USEPA \_\_\_\_\_  
Chris Militscher

NCDCR \_\_\_\_\_  
Renee Gledhill-Earley

USFWS   
DocuSigned by:  
Marella Buncick  
144473021CC481...  
Marella Buncick

NCDWR   
DocuSigned by:  
Kevin Barnett  
D45362-C28CB40A...  
Kevin Barnett

FHWA   
DocuSigned by:  
Felix Davila  
6D818E65128D433...  
Felix Davila

FBRMPO   
DocuSigned by:  
Lyuba Zuyeva  
E677C0F86FCE45A...  
Lyuba Zuyeva

NCDOT   
DocuSigned by:  
Derrick Weaver  
04723624085420...  
Derrick Weaver

**Rocco, Joanna**

---

**From:** Somerville, Amanetta <Somerville.Amanetta@epa.gov>  
**Sent:** Tuesday, July 24, 2018 1:35 PM  
**To:** Rocco, Joanna  
**Cc:** Militscher, Chris  
**Subject:** CP 4A concurrence for the 7/18/18 I-2513 Merger Meeting

Good afternoon Joanna,

EPA did not participate in this meeting and abstains from signing the CP4A form for STIP Project # I-2513. Please feel free to contact me if you have any questions.

***Amanetta Somerville***

U.S. Environmental Protection Agency Region 4  
61 Forsyth Street SW. Atlanta, Ga 30303  
National Environmental Policy Act Program Office  
Resource Conservation and Restoration Division  
Phone: 404-562-9025  
E-mail: [somerville.amanetta@epa.gov](mailto:somerville.amanetta@epa.gov)



## Rocco, Joanna

---

**From:** Gledhill-earley, Renee <renee.gledhill-earley@ncdcr.gov>  
**Sent:** Monday, July 23, 2018 11:54 AM  
**To:** Rocco, Joanna  
**Subject:** RE: [External] I-2513 I-26 Connector: CP 4A concurrence form

I don't do CP4 signing.

R

--

Renee Gledhill-Earley  
Environmental Review Coordinator  
State Historic Preservation Office  
109 E Jones St MSC 4617 Raleigh, NC 27699  
919 807 6579 *office*



*Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*

**Please Note:** Requests for project review or responses to our review comments should be sent to our Environmental Review mailbox at [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). Otherwise, I will have to return your request and ask that you send it to the proper mailbox. This will cause delays in your project. Information on email project submittal is at: [http://www.hpo.ncdcr.gov/er/er\\_email\\_submittal.html](http://www.hpo.ncdcr.gov/er/er_email_submittal.html)

---

**From:** Rocco, Joanna [<mailto:joanna.rocco@aecom.com>]  
**Sent:** Monday, July 23, 2018 11:10 AM  
**To:** [loretta.a.beckwith@usace.army.mil](mailto:loretta.a.beckwith@usace.army.mil); [Militscher.Chris@epa.gov](mailto:Militscher.Chris@epa.gov); Chambers, Marla J <[marla.chambers@ncwildlife.org](mailto:marla.chambers@ncwildlife.org)>; Barnett, Kevin <[kevin.barnett@ncdenr.gov](mailto:kevin.barnett@ncdenr.gov)>; [lyuba@landofsky.org](mailto:lyuba@landofsky.org); Weaver, Derrick G <[dweaver@ncdot.gov](mailto:dweaver@ncdot.gov)>; [Felix.Davila@dot.gov](mailto:Felix.Davila@dot.gov); [marella\\_buncick@fws.gov](mailto:marella_buncick@fws.gov); Gledhill-earley, Renee <[renee.gledhill-earley@ncdcr.gov](mailto:renee.gledhill-earley@ncdcr.gov)>  
**Cc:** Miars, Celia <[celia.miars@aecom.com](mailto:celia.miars@aecom.com)>; Ellerby, Theresa T <[tellerby@ncdot.gov](mailto:tellerby@ncdot.gov)>  
**Subject:** [External] I-2513 I-26 Connector: CP 4A concurrence form

**CAUTION:** External email. Do not click links or open attachments unless verified. Send all suspicious email as an attachment to [Report Spam](#).

Good morning,

There has been a request to revise the bullets regarding the river users on the concurrence form, so you will be receiving a new form this afternoon to sign via docusign. I apologize for the inconvenience. I've attached the form to this email in case you have any questions or concerns before signing, just let me know.

Thanks!  
Joanna

**APPENDIX F2**  
**RECORDS OF OTHER AGENCY MEETINGS**

Date	Meeting Type	Attendees	Location	Purpose
11/15/2015 <sup>a</sup>	Local Officials Meeting	Approximately 17 local officials	Renaissance Hotel, Asheville	To present the setup and provide a walk-through of the Corridor Public Hearing.
01/25/2016	Post Hearing Meeting	FHWA, NCDOT, FBRMPO, City of Asheville, AECOM, HNTB	NCDOT Structure Design Conference Room	To discuss comments received on the 2015 DEIS and from the Corridor Public Hearing.
03/14/2016 <sup>a</sup>	FHWA Meeting	NCDOT, AECOM, FHWA		Comment resolution with FHWA on DEIS comments.
03/24/2016	Working Group Meeting #1	AECOM: Chris Werner, Joanna Rocco, Celia Foushee Asheville Design Center: Alan McGuinn City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany NCDOT: David Brown, Jay Swain, Rick Tipton, Derrick Weaver, Michael Wray	City Hall, Asheville	To review comments received from the City of Asheville on the 2015 Draft Environmental Impact Statement
05/16/2016 <sup>a</sup>	Traffic Forecast Review	NCDOT, AECOM, FHWA	FHWA Raleigh Division office	Traffic forecast review with FHWA before completing analysis.
06/03/2016	Working Group Meeting #2	AECOM: Andrew Bell, Joanna Rocco, Celia Foushee, Chris Werner Asheville Design Center: Alan McGuinn City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany FBRMPO: Lyuba Zuyeva FHWA: Mitch Batuzich, Michael Dawson, Joe Geigle IO Design: Alice Oglesby NCDOT: David Brown, Jay Swain, Rick Tipton, Derrick Weaver, Michael Wray, Brian Wert, Jim Dunlop, Greg Smith	NCDOT Division 13 Buncombe County Maintenance Office	To discuss action items from the previous Working Group meeting, NCDOT noise policies and traffic noise analysis methodologies, and the relationship between travel demand modeling, traffic forecasting, traffic operations analysis, and the development of designs.
06/15/2016 <sup>a</sup>	Traffic Forecast Review	NCDOT, AECOM, FHWA	FHWA Raleigh Division office	Traffic forecast review of results with FHWA.
06/29/2016	Post LEDPA Scoping Meeting	NCDOT, FHWA, AECOM	FHWA Raleigh Division office	To discuss next steps from technical groups to complete the FEIS.

08/09/2016	Working Group Meeting #3	<p>AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner</p> <p>Asheville Design Center: Alan McGuinn</p> <p>Burton Street Community: DeWayne Barton</p> <p>City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield</p> <p>FBRMPO: Lyuba Zuyeva</p> <p>FHWA: Michael Dawson</p> <p>NCDOT: David Brown, Jay Swain, Rick Tipton, Kristina Solberg, Cole Hood, Ed Johnson, Nick Scheuer, Mary Pope Furr, Derrick Weaver, Michael Wray, Jeff Lackey, Kevin Fischer</p>	NCDOT Division 13 Buncombe County Maintenance Office	<p>To discuss action items from the previous Working Group meeting, review NCDOT aesthetics policies and procedures, structure types and aesthetic treatments, multimodal policies and procedures, and discuss the remaining City of Asheville comments on the 2015 DEIS regarding bicycle, pedestrian, and transit.</p>
09/20/2016	Working Group Meeting #4	<p>AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner</p> <p>Asheville Design Center: Alan McGuinn</p> <p>Burton Street Community: DeWayne Barton</p> <p>Buncombe County: Jon Creighton</p> <p>City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany</p> <p>FBRMPO: Lyuba Zuyeva</p> <p>FHWA: Michael Dawson</p> <p>Moon io Media, Inc.: Alice Oglesby</p> <p>Montford Neighborhood: Suzanne Devane</p> <p>NCDOT: David Brown, Jay Swain, Rick Tipton, Kristina Solberg, Cole Hood, Nick Scheuer, Mary Pope Furr, Derrick Weaver, Michael Wray</p>	NCDOT Division 13 Buncombe County Maintenance Office	<p>To discuss action items from the previous Working Group meeting, review elevations and visualizations prepared by NCDOT, discuss contracting mechanisms, and discuss the City of Asheville's requested bicycle and pedestrian accommodations throughout the project study area.</p>

10/17/2016	Working Group Meeting #5	AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner Asheville Design Center: Alan McGuinn Buncombe County: Jon Creighton City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Todd Okolichany FBRMPO: Lyuba Zuyeva NCDOT: David Brown, Jay Swain, Rick Tipton, Kristina Solberg, Cole Hood, Derrick Weaver, Michael Wray	City of Asheville Fire and Police Training Room	To discuss the status of the Traffic Operations Analysis and preliminary design refinements, the status of the community small group meetings, action items from the previous Working Group meeting, and review any additional betterment requests from the City.
11/17/2016	FBRMPO/TCC Meeting	NCDOT, FBRMPO, TCC members, AECOM	Land of Sky Regional Council conference room, Asheville	Project team presented at the joint FBRMPO/TCC meeting. Purpose of the meeting to discuss the project and the status of the traffic analyses.
11/18/2016	Working Group Meeting #6	AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner AAC: Alice Oglesby Asheville Design Center: Alan McGuinn Buncombe County: Jon Creighton Burton Street Community: DeWayne Barton City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany FBRMPO: Lyuba Zuyeva, Tristan Winkler FHWA: Felix Davila, Michael Dawson NCDOT: David Brown, Rick Tipton, Cole Hood, Derrick Weaver, Michael Wray, Nick Scheuer	Land of Sky Regional Council conference room, Asheville	To discuss the status of the Traffic Operations Analysis and preliminary design refinements, the status of the community small group meetings, action items from the previous Working Group meeting, and review additional betterment requests from the City and the preliminary cost evaluation provided by NCDOT.
12/15/2016	I-26 Connections Discussion	FHWA, NCDOT, AECOM	FHWA Raleigh Division office	To discuss the interstate connections of I-26 and I-240, signage and next steps of the traffic analyses process.
02/08/2017	Traffic Concept Review Meeting	NCDOT, FHWA, AECOM	FHWA Raleigh Division office	To discuss initial traffic capacity results and design concepts.

02/20/2017	Working Group Meeting #7	<p>AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner  AAC: Alice Oglesby  Asheville Design Center: Alan McGuinn  Buncombe County: Jon Creighton  Burton Street Community: DeWayne Barton  City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany  FBRMPO: Lyuba Zuyeva, Tristan Winkler  FHWA: Felix Davila, Michael Dawson  NCDOT: David Brown, Rick Tipton, Cole Hood, Derrick Weaver, Michael Wray, Nick Scheuer</p>	Land of Sky Regional Council conference room, Asheville	To discuss the status of the community small group meetings, the status of the traffic operations analysis and preliminary design refinements, the schedule of the Final EIS, action items from the previous Working Group meeting, review the 2016 Traffic Noise Policy in regards to the voting, and review the preliminary cost estimates for the betterment requests from the City.
03/13/2017	City of Asheville Betterments discussion	City of Asheville, AECOM	n/a	Conference call to discuss the betterments list and to identify action items in order to finalize the betterments.
05/09/2017	FHWA Coordination	FHWA, NCDOT, AECOM	FHWA Raleigh Division office	To discuss the project status and the preliminary results of the traffic capacity analysis and design concept development.
05/15/2017	FHWA Coordination	FHWA, NCDOT, AECOM	FHWA Raleigh Division office	To discuss the Failure Year Analysis with FHWA.
05/25/2017	FBRMPO Meeting	FBRMPO, NCDOT, AECOM, PTE		To present a project update and discuss the traffic capacity analysis and review the base year calibrated model for the micro-simulation.

05/26/2017	Working Group Meeting #8	<p>AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner</p> <p>AAC: Alice Oglesby</p> <p>Asheville Design Center: Alan McGuinn</p> <p>Burton Street Community: DeWayne Barton</p> <p>City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield</p> <p>FBRMPO: Lyuba Zuyeva, Tristan Winkler</p> <p>FHWA: Michael Dawson</p> <p>NCDOT: Rick Tipton, Cole Hood, Michael Wray, Kristina Solberg</p> <p>Patriot Transportation Engineering: Peter Trencansky</p>	Land of Sky Regional Council conference room, Asheville	To discuss the status of the community small group meetings, the status of the traffic operations analysis and preliminary design refinements, the schedule of the Final EIS, action items from the previous Working Group meeting, review the base year calibrated model for the I-2513 traffic microsimulation, review the betterment requests from the City, review the outcomes of the Hillcrest and Fairfax/Virginia small group meetings held in March, and review conceptual configurations for Brevard Road, Amboy Road, and Haywood Road.
06/29/2017	Gray Bat Survey Coordination Meeting	USFWS, NCWRC, FHWA, NCDOT, AECOM, CALYX	NCDOT Division 13 district office, Asheville	To discuss gray bat survey needs.
07/27/2017	Working Group Meeting #9	<p>AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner, Tom Helper</p> <p>Burton Street Community: DeWayne Barton</p> <p>City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany</p> <p>FBRMPO: Lyuba Zuyeva</p> <p>FHWA: Michael Dawson</p> <p>NCDOT: Rick Tipton, Cole Hood, Brendan Merithew, Kristina Solberg, Nick Scheuer, Daniel Sellers, Derrick Weaver, Michael Wray</p>	Land of Sky Regional Council conference room, Asheville	To discuss the status of the community small group meetings, the status of the traffic operations analysis and preliminary design refinements, on-going coordination efforts with FHWA, the schedule of the Final EIS, action items from the previous Working Group meeting held on May 26, 2017, review the betterment requests from the City, discuss the Haywood Road interchange concepts, and review the elevations in Section B.
08/08/2017	Gray Bat Research RFP Meeting	NCDOT, USFWS, NCWRC, CALYX, AECOM	NCDOT Division 13 district office, Asheville	To discuss the gray bat research need statement and programmatic Section 7 consultation.
10/25/2017	Gray Bat Survey Coordination Meeting	USFWS, NCWRC, NCDOT, AECOM, CALYX	NCDOT Division 13 office, Asheville	To discuss an update of the gray bat survey efforts and results.

04/17/2018 <sup>a</sup>	City of Asheville	City of Asheville, NCDOT, AECOM, Sam Schwartz, Interface Studio	NCDOT Roadway Design Conference Room	To discuss design recommendations from the City of Asheville and Sam Schwartz on Section B – Alternative 4-B.
07/25/2018	Biological Assessment and Bridge Construction	USACE, NCDWR, USFWS, NCWRC, NCDOT, AECOM, CALYX	NCDOT Division 13 office	To discuss the biological assessment for the gray bat and Appalachian elktoe and bridge construction.
07/31/2018	Working Group Meeting #10	AECOM: Neil Dean, Joanna Rocco, Celia Foushee, Chris Werner, Tom Helper Burton Street Community: DeWayne Barton City of Asheville: Ken Putnam, Gwen Wisler, Bruce Emory, Julie Mayfield, Todd Okolichany FBRMPO: Lyuba Zuyeva FHWA: Michael Dawson NCDOT: Rick Tipton, Cole Hood, Brendan Merithew, Kristina Solberg, Nick Scheuer, Daniel Sellers, Derrick Weaver, Michael Wray	Land of Sky Regional Council conference room, Asheville	
08/27/2018	Traffic Analysis Discussion	City of Asheville: Julie Mayfield, Ken Putnam, Gwen Wisler, Bruce Emory, David Nutter; SELC: DJ Gerkin FBRMPO: Lyuba Zuyeva NCDOT: Randy McKinney, Brendan Merithew, Derrick Weaver AECOM: Neil Dean, Celia Miars, Joanna Rocco, Eric Spalding PTE: Peter Trencansky	City of Asheville Fire and Rescue Department – Police and Fire Training Room	To discuss additional questions and concerns regarding the preferred alternative designs and traffic analyses, including the microsimulation.
09/11-13/2018	Cost Estimate Review Meeting	NCDOT: several members throughout the time frame; Donna Keener, Derrick Weaver, Theresa Ellerby FHWA: Michael Smith, Chuck Luedders AECOM: Celia Miars, Joanna Rocco	NCDOT Century Center – PDEA Large Conference Room	To discuss the process of a cost estimate review meeting and identify potential project risks from subject matter experts that would effect the project cost and schedule.



10/03/2018	AAC Meeting	<p>City of Asheville: Ken Putnam  AAC: Ted Figura, Jason Gilliland, Joe Minicozzi, Mike Zukosk, Woody Farmer, David Nutter, Susan Loftis  NCDOT: Jeff Lackey, Kyle Cooper, Derrick Weaver, Theresa Ellerby  AECOM: Celia Miars, Joanna Rocco, Eric Spalding</p>	<p>City of Asheville  Fire and Rescue Department – Police and Fire Training Room</p>	<p>To discuss the roles and responsibilities of the AAC and review NCDOT guidance regarding aesthetic treatments for NCDOT projects.</p>
10/03/2018	Bridge Phasing Meeting	<p>NCDOT: Derrick Weaver, Randy McKinney, Marissa Cox, Matt Lauffer, Chris Manley, Marissa Miller, Mike Sanderson  Design Build: Jeff Ball, Tim Goodson, CALYX: Heather Wallace  Three Oaks: Mary Frazer  AECOM: Neil Dean, Claudia Lee, Celia Miars, Joanna Rocco, Eric Spalding</p>	<p>NCDOT Division 13  Conference Room</p>	<p>To discuss the Biological Assessment for the gray bat and Appalachian elktoe, to review project commitments that NCDOT may present to USFWS at a follow-up meeting regarding construction of the bridges over the French Broad River and Hominy Creek.</p>
11/14/2018	Bridge Construction Meeting	<p>NCDOT: Derrick Weaver, Theresa Ellerby, Matt Lauffer, Cameron Cochran, Randy McKinney, Marissa Cox, Chris Manley, Mike Sanderson, Paul Chan, Greg Hall  FHWA: Felix Davila, Brian Yanchik  USFWS: Marella Buncick, Claire Ellwanger  Three Oaks: Mary Frazer  CALYX: Heather Wallace  AECOM: Claudia Lee, Neil Dean, Joanna Rocco, Eric Spalding</p>	<p>NCDOT Division 13  District Maintenance Office</p>	<p>To review the project commitments for the Biological Assessment, and to discuss bridge construction and lighting on the project.</p>
01/11/2019	Post Hearing Meeting	<p>FHWA: Felix Davila  NCDOT: Derrick Weaver, Theresa Ellerby, Kevin Moore, Xiudong Han, Brenda Moore, Douglas Kretchman, Tatia White, Missy Pair, Jamille Robbins, Greg Hall, Kevin Fischer, Joe Hummer, Steve Cannon, Chase Carver, Randy McKinney, Brendan Merithew  PPP: Simone Robinson  AECOM: Neil Dean, Drew Joyner, Chris Lucia, Celia Miars, Joanna Rocco, Eric Spalding</p>	<p>NCDOT Century  Center – Structures Design Conference Room</p>	<p>To discuss the Design Public Hearing and comments received at the hearing and during the comment period.</p>

02/21/2019	Working Group Meeting #11	<p>FHWA: Michael Dawson</p> <p>Asheville: Bruce Emory, Julie Mayfield, Todd Okolichany, Ken Putnam, Gwen Wisler, Alan McGuinn, Lyuba Zuyeva, David Nutter,</p> <p>NCDOT: Steve Cannon, Brendan Merithew, Theresa Ellerby, Derrick Weaver,</p> <p>AECOM: Neil Dean, Celia Miars, Joanna Rocco, Eric Spalding</p>	City of Asheville Fire and Rescue Department – Police and Fire Training Room	<p>To provide an update of the comments received at the December 2018 Design Public Hearing, review action items from the previous working group meeting, discuss various design related topics, and provide an overview of the right-of-way acquisition and disposal process.</p> <p>Regularly scheduled AAC meeting</p>
02/21/2019 <sup>a</sup>	AAC Meeting	<p>City of Asheville: Ken Putnam, Julie Mayfield</p> <p>AAC: Ted Figura, Jason Gilliland, Joe Minicozzi, Mike Zukosk, Woody Farmer, David Nutter, Susan Loftis</p> <p>NCDOT: Steve Cannon, Brendan Merithew, Theresa Ellerby, Derrick Weaver</p> <p>AECOM: Celia Miars, Eric Spalding, Neil Dean, Joanna Rocco</p>	City of Asheville Fire and Rescue Department – Police and Fire Training Room	Regularly scheduled AAC meeting
03/19/2019	AAC Meeting	<p>City of Asheville: Ken Putnam, Julie Mayfield</p> <p>AAC: Ted Figura, Jason Gilliland, Joe Minicozzi, Mike Zukosk, Woody Farmer, David Nutter, Susan Loftis</p> <p>NCDOT: Jeff Lackey, Kyle Cooper</p> <p>AECOM: Celia Miars, Eric Spalding</p>	City of Asheville Fire and Rescue Department – Police and Fire Training Room	<p>Regularly scheduled AAC meeting in which NCDOT was present to provide additional information and guidance regarding aesthetic treatments for NCDOT projects.</p>
05/21/2019 <sup>a</sup>	AAC Meeting	<p>City of Asheville: Ken Putnam, Julie Mayfield</p> <p>AAC: Ted Figura, Jason Gilliland, Joe Minicozzi, Mike Zukosk, Woody Farmer, David Nutter, Susan Loftis</p> <p>NCDOT: Derrick Weaver</p> <p>AECOM: Neil Dean, Joanna Rocco</p>	City of Asheville Fire and Rescue Department – Police and Fire Training Room	Regularly scheduled AAC meeting

<sup>a</sup> No minutes are available for this meeting.



Transportation

PAT McCrory  
Governor

NICHOLAS J. TENNYSON  
Secretary

MEMO TO: Post Hearing Meeting Attendees

FROM: Derrick Weaver, P.E.  
Project Development and Environmental Analysis Unit – Project Manager

DATE: 01/25/2016

SUBJECT: Project: 34165.1.2 (I-2513) Buncombe County  
F.A. Number NHF-26-1(53)  
Asheville – I-240 & New Route from I-26 to US 19-23-70  
(I-26 Connector)

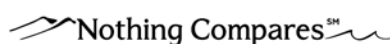
Post Hearing Meeting

The Draft Environmental Impact Statement (DEIS) was signed on October 13, 2015. A Corridor Public Hearing was held on November 16, 2015 in the Ballroom of the Renaissance Hotel in Asheville and was conducted by Drew Joyner, PE. A Pre-Hearing Open House was held from 4:00 – 6:30 p.m. and the Formal Hearing began at 7:00 p.m. The Alternative included in the DEIS were presented. Participants were encouraged to provide comments for the public record, whether verbally or in writing. Maps and exhibit boards were available for viewing and almost all attendees received a project handout (please note several attendees who arrived later in the evening did not receive a handout).

A total of 439 participants signed in at the Public Hearing. NCDOT also received 1,485 comment sheets, emails, letters, petitions, hotline calls, and a transcript of verbal comments from the 33 individuals who spoke at the Public Hearing. Comments were received from Federal, State, and Local agencies as well as various special interest groups.

The Post Hearing Meeting was held in the Structures Design conference room at 1:30pm on January 25, 2016, to discuss the comments received from the Corridor Public Hearing. The following people attended the post hearing meeting:

Derrick Weaver	NCDOT PDEA
Michael Wray	NCDOT PDEA
Herman Huang	NCDOT PDEA Community Studies



Harrison Marshall	NCDOT PDEA Community Studies
Jamille Robbins	NCDOT PDEA Human Environment Section
Anamkia Laad	NCDOT PDEA Human Environment Section
Drew Joyner	NCDOT PDEA Human Environment Section
Jeff Hemphill	NCDOT PDEA Natural Environment Section
Kevin Moore	NCDOT Roadway Design
Steve Kendall	NCDOT Roadway Design
Brenda Moore	NCDOT Roadway Design
Tonya Walters	NCDOT Roadway Design
Terry Harris	NCDOT Roadway Design
Glenn Mumford	NCDOT Roadway Design
James Dunlop	NCDOT Congestion Management
Elise Groundwater	NCDOT Congestion Management
Wael Arafat	NCDOT Structures Management Unit
Mary Pope Furr	NCDOT Historical Architecture
Brendan Merithew	NCDOT Transportation Planning Branch
Steve Grimes	NCDOT Right of Way
Bill Zerman	NCDOT Hydraulics Unit
Katina Lucas	NCDOT STIP and Feasibility Studies
Ali Koucheiki	NCDOT Utilities Unit
Kristina Solberg	NCDOT Division 13
Rick Tipton*	NCDOT Division 13
Ken Putnam	City of Asheville
Justin Hembree*	French Broad River MPO
Lyubov Zuyeva	French Broad River MPO
Jennifer Harris	HNTB
Chris Werner	AECOM
Joanna Rocco	AECOM
Neil Dean	AECOM
Andrew Bell	AECOM
Elizabeth Wargo	AECOM
Celia Foushee	AECOM
John Richards	AECOM

\*Attended meeting by phone.

An executive summary of the main design related concerns regarding the project follows. A statistical overview of all the comments and a summary of the major design comments follow the executive summary. A summary of comments and responses not potentially causing design changes follows the design related comments.

**EXECUTIVE SUMMARY:**

- The I-26 Connector project is an interstate freeway project that would connect I-26 in southwestern Asheville to US 19-23-70 in northwest Asheville and have a total length of approximately 7 miles.
- The project would extend I-26 from I-40 to US 19-23-70 and would allow for the eventual designation of I-26 from Charleston, South Carolina, to Johnston City, Tennessee, should a remaining section (TIP Project A-0010A) from the north end of this project to Mars Hill, North Carolina be completed.
- The project would upgrade and widen I-240 from I-40 to Patton Avenue and then cross the French Broad River as a new freeway to US 19-23-70 slightly south of the Broadway interchange.
- The project is needed to upgrade the interstate corridor to meet current design standards for the interstate system, improve system linkage by connecting I-26 south of Asheville with US 19-23-70, address traffic capacity problems along the existing I-240 corridor (future I-26), and increase the remaining useful service of the Captain Jeff Bowen Bridges.

**STATISTICAL OVERVIEW OF COMMENTS:****Comments Received**

- 1,485 public comments received
- 248 of the comments received were duplicate comments (form letter comments submitted to NCDOT PI (Drew Joyner) and the City of Asheville).

**Comment Type**

- Types of comments received include: comment forms, the Contact Us website, emails, the Engage NCDOT website, form letters, form letters modified, hotline calls, individual letters, petitions, the official transcript, and other.
- 785 comments were Form Letters and Form Letters (with slight modifications)
- 276 comments were emailed
- 182 comments were received from “Contact Us” comments

**Comment Subject**

- Form Letters included the following subjects: Other Alternatives, Social Impacts, Induced Socioeconomic Impacts, Environmental Justice, Traffic, Separating Local and Interstate Traffic, Multimodal, 6 versus 8 Lanes, Overall Project Footprint, General Design Comments, Other Accessibility, Residential Locations, and Business Relocations.
- Design related comments included the following subjects: Environmental Justice, Separating Local and Interstate Traffic, Multimodal, 6 versus 8 Lanes,

General Design Comments, Westgate Access, Other Accessibility, Residential Relocations, and Business Relocations.

- Multimodal comments were the highest of the comment subjects received (1,011 comments with Form Letters and Form Letters Modified and 302 comments without).

### **Agency Comments Received**

- Federal Agencies:
  - United States Environmental Protection Agency
  - National Marine Fisheries Service
  - United States Department of Interior
  - United States Army Corps of Engineers
- State Agencies:
  - NC Historical Preservation Office
  - The State Clearinghouse:
    - NC Department of Environmental Quality, NC Wildlife Resources Commission, NC Natural Heritage Program, NC Waste Management Solid Waste Section and Inactive Hazardous Sites Branch
- Local Agencies:
  - City of Asheville
  - Asheville Area Chamber of Commerce
  - Town of Woodfin
  - Several members of the Asheville City Council and Madison County government

### **Special Interest Group Comments**

Comments received from the Biltmore Company, Asheville Bear Creek Park and Campground, East West Asheville Neighborhood Association, Woodland Hills Neighborhood Association, Asheville on Bikes, Mountain True, Asheville Design Center, Council of Independent Business Owners, Asheville Sierra Club, WECAN, the Southern Environmental Law Center, Montford Neighborhood Association, and I-26 Connect Us.

### **Project Opinion**

- 22.4 percent (332) generally in favor of the project
- 71.6 percent (1,063) generally opposed of the project
- 6.0 percent (89) unanswered project opinion\_

Excluding the form letters:

- 36.8 percent (257) generally in favor of the project
- 54.1 percent (378) generally opposed of the project
- 9.2 percent (64) unanswered project opinion

**Preferred Alternative**

- In Section C
  - 15 comments in favor of Alternative A2
  - 10 comments in favor of Alternative C2
  - 12 comments in favor of Alternative D1
  - 55 comments in favor of Alternative F1
  - 40 comments in favor of the No Build Alternative
- In Section A
  - 97 comments in favor of the No Build Alternative
  - 52 comments in favor of the Widen Existing Alternative
- In Section B
  - 35 comments in favor of Alternative 3
  - 15 comments in favor of Alternative 3C
  - 669 comments in favor of Alternative 4
  - 749 comments in favor of Alternative 4B
  - 26 comments in favor of the No Build Alternative

Please note, not all comments received included a preference of alternatives.

**GENERAL DESIGN RELATED COMMENTS AND RESPONSES:****A.) ENVIRONMENTAL JUSTICE**Comment Summary:

There were a total of 288 comments received that expressed Environmental Justice concerns, of which 60 comments were not categorized as form letters. These comments included concerns of impacts to historically known African American and/or low income populations. Neighborhoods/areas specifically described include the Burton Street neighborhood, Hillcrest Apartments, Montford neighborhood, and the Emma Road area.

General Response:

*As part of the I-2513 Community Impact Assessment Update, an initial threshold screening and evaluation was conducted to determine the relative impact of the I-26 Connector Project on Environmental Justice populations. Through community screening, field studies, demographic research, and agency coordination and public engagement, it was concluded that no communities would experience a high burden, while only two communities would experience a moderate burden. At this stage of project development, the community based effects conclusions and associated mitigation considerations are commensurate with the current level of project design. The information gleaned from the I-2513 Community Impact Assessment Update was summarized in the DEIS and would be considered amongst other project related topics in the determination of which alternative(s) to carry forward in the project development process. As the project proceeds forward with a preferred corridor, and further refinement of alternative design and footprint occurs, the potential for community based effects should become more quantifiable. This will allow for the consideration of project specific benefits and effects as well as mitigation commitments that will be documented in the FEIS.*

*The Hillcrest Community was evaluated in the CIA and determined to meet the criteria for both low-income and minority populations. Upon further evaluation with regard to the alternatives, it was determined that Alternatives 3 and 3C would have a neutral effect on the community due to the lack of construction on the east side of the French Broad River, while Alternatives 4 and 4B would have a slight benefit to the community. This would primarily be as a result of the improved vehicular, pedestrian, and bicycle traffic to the surrounding areas. As a result, the I-26 Connector Project would not have an adverse impact on the community and thus was not considered an Environmental Justice issue.*

*Public outreach within communities with protected populations including the Burton Street and Hillcrest neighborhoods is an integral component of NCDOT's project development process in regards to the development of measures to avoid, minimize, or mitigate for project-related impacts. Through community screening, field studies, demographic research, and agency coordination and public engagement, it was determined that the Burton Street community would experience a moderate burden. At this stage of project development, the community based effects conclusions and associated mitigation considerations are commensurate with the current level of project design. As the project proceeds forward with a preferred corridor and further refinement of alternative design and footprint occurs, the potential for community based effects should become more quantifiable. This would allow for further consideration of project-specific benefits and effects as well as mitigation commitments that will be documented in the FEIS.*

*In assessing the potential for disproportionately high and adverse impacts on protected populations, NCDOT's consideration of community effects on the Burton Street community will include the following:*

- *Accessibility and mobility*
- *Physical impacts to land and resources*
- *Displacement and relocation*
- *Community cohesion*
- *Noise cultural resources*
- *Visual quality*
- *Air quality*
- *Community green spaces*
- *Multi-modal accommodations*

## **B.) SEPARATING PATTON AVENUE AND INTERSTATE TRAFFIC**

### Comment Summary:

There were a total of 662 comments received that expressed separating Patton Avenue and Interstate Traffic as a concern, of which 182 comments were not categorized as form letters. Comments in this subject expressed interest or approval over converting Patton Avenue into a boulevard, creating a "gateway" into downtown Asheville, or separating I-26 traffic and Patton Avenue traffic.



General Response:

*There are two basic concepts used in the I-25/13B proposed alternatives for re-configuring traffic patterns at the Existing I-240/I-26/Patton Avenue interchange. Alternates 3 and 3C will remove I-26 traffic from Patton Avenue, but would maintain existing patterns for I-240 traffic. In turn, Alternates 4 and 4B would remove all interstate traffic from Patton Avenue and the Jeff Bowen Bridges by realigning I-240 in order to separate the interstate traffic from vehicles using Patton Avenue. Alternatives 4 and 4B were developed based on input from the public and are favored by a majority of those who commented on this aspect of the project.*

**C.) MULTIMODAL**Comment Summary:

There were a total of 1,011 comments received that expressed Multimodal issues as a concern, of which 302 comments were not categorized as form letters. Multimodal comments included the discussion of bicycle and pedestrian accommodations, including bus or light-rail transportation as an alternative, and any other form of transportation aside from automobiles. Several comments included concerns regarding the width of bike lanes and sidewalks and the lack of accommodations shown on the Public Hearing maps. There were several comments discussing the potential trend towards autonomous vehicles, which would reduce congestion on major highways, ultimately eliminating or reducing the need to add lanes due to this project.

General Response:

*The current designs for the Detailed Study Alternatives, which impacts and analysis have been based upon and summarized within the 2015 DEIS, are prepared during the initial phase of the project to allow for a comparison of the Detailed Study Alternatives and are used as the basis for selection of the preferred alternative. Once the preferred alternative has been selected, preliminary designs are then prepared, which are based upon very detailed terrain mapping and underground utility information. The preliminary designs for the Detailed Study Alternatives have been developed with consideration to the current City of Asheville Pedestrian Plan, City of Asheville Comprehensive Bicycle Plan, City of Asheville North Carolina Parks, Recreation, Cultural Arts, & Greenways Master Plan, and the Buncombe County Greenways and Trails Master Plan. Pursuant to NCDOT policies and guidelines regarding bicycle and pedestrian accommodations and complete streets, in areas where existing sidewalks are being disturbed, the designs show these sidewalks being replaced as a part of the proposed designs. In areas where the various plans propose future pedestrian accommodations, the designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies. Additionally, in some areas of the project, existing roads have bicycle accommodations which may include widened paved shoulders or the use of sharrows lane markings. NCDOT will replace these accommodations in kind.*

*When development of the preliminary designs for the preferred alternative begins, all design criteria is re-examined and updated to utilize the latest adopted design guidelines available from sources such as AASHTO, FHWA, the National Center for Safe Routes to Schools, the US Access Board, and guidance documents produced by the NCDOT. When NCDOT Standard typical sections do not agree with local standard, NCDOT will coordinate*

*with local agencies with regards to including local standards in the designs, and the associated cost-sharing for which the local agency is responsible.*

*While studies have been done that show autonomous vehicles may reduce roadway in certain conditions, many variables exist when attempting to determine the actual impacts automated vehicles will have on traffic conditions. These variables include, but are not limited to:*

- Reliability and safety of automated vehicles*
- Percentage, or ratio, of overall vehicles using the roadway that are automated at a specific point in time*
- Maximum flow rate of roadways based on the ratio of automated vehicles using the roadways*
- Induced demand on roadways based on the willingness of drivers to make trips in automated vehicles they would have been otherwise unwilling to make*
- Suitability of current roadway design characteristics to effectively increase the capacity of roadways for automated vehicles*
- Implementation timeframe and implementation rate of automated vehicles into the roadway network*

*With all of these variables in play, it is extremely difficult to predict the impact of automated vehicles to the current roadway network.*

#### **D.) RESIDENTIAL RELOCATIONS**

##### Comment Summary:

There were a total of 787 comments received that expressed concerns regarding residential relocations and displacements, of which 153 comments were not categorized as form letters. Residential relocation comments included concerns over the lack of land available for affordable housing, the number of residential displacements in an area due to the proposed alternative, and specific neighborhood concerns.

##### General Response:

*A certain amount of private property must be acquired to provide North Carolinians with safer and more modern transportation systems. When a property is shown to be impacted, many factors have been taken into consideration and it has been determined that the affected site is the best location for the transportation artery. The footprints of each alternative shown in the public hearing maps are a “worst-case” scenario, as the purpose is to compare alternatives to select a preferred alternative corridor. Once a preferred alternative is selected, the design will be further refined and take into consideration feasible engineering, safety, economics, public well-being, and the least amount of injury and inconvenience to the public. NCDOT will continue to further avoid and minimize residential relocations due to the project to the greatest extent practicable.*

*In response to comments regarding affordable housing, according to demographic calculations, approximately 8.6 percent of houses in the demographic study area are vacant, while approximately 10.2 percent are vacant within the City of Asheville. In addition, according to the NCDOT relocation reports, while additional housing programs would be needed, it is estimated that there would be adequate housing available during the relocation period. The relocation reports also indicate that there would not be a*

*problem of housing within the financial means of those displaced. A copy of the relocation reports can be found in appendix C of the DEIS.*

*Section 4.1.2.3 of the DEIS references the Consolidated Strategic Housing and Community Development Plan, which emphasizes the need for affordable housing, as well as the need for improvements that will aid in community development. The plan notes that the lack of housing supply is prevalent across the entire region (Buncombe, Henderson, Madison, and Transylvania counties) and across all income levels. The trend indicating the need for affordable housing seems to be driven by social and community influences including neighborhood redevelopment and gentrification and is likely to continue irrespective of the I-26 Connector Project.*

*The project is not anticipated to permanently affect any of the 1,955 Asheville Housing Authority affordable housing units. Some temporary housing impacts are anticipated in the Hillcrest community due to the modification of Patton Avenue as part of Alternatives 4 and 4B, while the Pisgah View apartments may be temporarily impacted by the modification of Amboy Road as part of Section A.*

#### **E.) BUSINESS RELOCATIONS**

##### Comment Summary:

There were a total of 281 comments received that expressed concerns regarding business relocations and displacements, of which 58 comments were not categorized as form letters. Business relocation comments included concerns over the number of businesses to be taken due to the proposed alternative.

##### General Response:

*The Department is committed to limiting the number of business relocations due to this project. Once a preferred alternative is selected, the design will be further refined and further take into consideration feasible engineering, safety, economics, public well-being, and the least amount of injury and inconvenience to the public. NCDOT will continue to further avoid and minimize relocations due to the project to the greatest extent practicable.*

#### **F.) 6 VERSUS 8 LANES**

##### Comment Summary:

There were a total of 651 comments received that expressed concern over 6 versus 8 lanes of traffic through I-240 in Section A, of which 199 comments were not categorized as form letters. Comments in this subject expressed approval or disapproval of the additional lanes in Section A. Several comments stated approval of fewer lanes due to the reduction of impacts to residential areas and environmental resources.

##### General Response:

*As was communicated at the 2015 Open House/Public Hearing, the next step in the project is to select a corridor as the preferred alternative, after which NCDOT will prepare an updated traffic forecast based on the FBRMPO recently adopted travel demand model. The updated forecast will be prepared for multiple scenarios, which may include four lanes, six lanes, eight lanes and ten lanes if needed. NCDOT will utilize the updated traffic forecast to update the traffic operation requirements and reevaluate the*

*design criteria, including the typical section number of lanes, which will be used to refine the designs for the preferred alternative. The results of the analyses will be included in an updated traffic capacity analysis and carried forward into the preliminary designs for the preferred alternative.*

*FHWA and NCDOT agree that an alternative with the smallest footprint will have fewer impacts to the human and natural environment. It should be noted that the right of way required for a six lane facility is approximately 3.7 acres less than what is required for an eight lane facility. The updated forecast will be prepared for multiple scenarios, which may include four lanes, six lanes, eight lanes and ten lanes if needed. NCDOT will utilize the updated traffic forecast and FHWA's LOS D requirement to update the traffic operation requirements, which will be used to refine the designs for the preferred alternative. The results of the analyses will be included in an updated traffic capacity analysis and carried forward into the preliminary designs for the preferred alternative. Updated information regarding direct, indirect and cumulative effects due to the project will also be included in the FEIS.*

#### **G.) WESTGATE ACCESS**

##### Comment Summary

There were a total of 21 comments received that expressed concern regarding access to the Westgate Shopping area, of which 19 comments were not categorized as form letters. Comments concerning Westgate access were made in regards to Alternatives 3 and 3C and accessing the area from the south and from Haywood Road.

##### General Response:

*As presented at the Corridor Public Hearing Maps for Alternatives 3 and 3C, I-26 access to the Westgate Shopping Center will be relocated. The new access would be provided via a loop connection to westbound Patton Avenue and then an access road that comes in to the back of the development. This new access route increases the distance that customers must travel from the nearest freeway exit to the shopping center by approximately 0.5 miles, but has been described as a "circuitous route" into the shopping center.*

*While preparing for the hearing, the Department was presented with a hotel site plan on the Westgate property which will require re-evaluation of the above described access. Two options have been developed to improve access to Westgate Shopping Center for Alternatives 3 and 3C. The studies are conceptual in nature and have not been fully vetted. Option #1 reconfigured the I-26WB/Patton Avenue WB loop to provide a ramp into the back of the Westgate Shopping Center. Option #2 revised the designs on the south side of Patton Avenue to provide a slip ramp and a roundabout in order to provide a similar access configuration as currently utilized. Should either Alternative 3 or 3C be selected as the Preferred Alternative, Option 2 will be further investigated from a design and traffic operations perspective, and implemented into the designs if feasible.*

#### **H.) OTHER ACCESSIBILITY**

##### Comment Summary:

There were a total of 239 comments received that expressed concern regarding other accessibility issues as a result of the project, of which 20 comments were not categorized

as form letters. Comments concerning other accessibility issues included reduced access to residences or businesses, accessing Hanover Street and/or Haywood Road.

General Response:

*NCDOT recognizes that there will be substantial changes access changes to local neighborhoods and businesses within the study area due to the project. The Department is committed to minimizing adverse effects due to these necessary changes. Currently, in order for I-26W traffic to access Haywood Road, it must exit onto Hanover Street, a narrow city street lined with residences. As proposed in I-2513A, this access will be modified by constructing a tight diamond interchange with all ramps terminating on Haywood Road. The new interchange will eliminate access from Hanover Street to Haywood Road, but since the surrounding neighborhood is laid out in a grid pattern, Hanover Road access will be maintained by using Richmond and Pennsylvania Avenues. Additionally, this interchange reconfiguration will improve the safety of the traveling public by reducing the risk of wrong way traffic entering I-26W from Montana Avenue.*

*Another accessibility issue identified in public comments relates to I-26 EB traffic that wants to access Haywood Road; Alternative 4B is the only alternative to provide direct access to Haywood Road. For Alternatives 3 and 3C, traffic making this movement must exit I-26 EB near the Westgate Mall and traverse a series of service roads and traffic signals to access Haywood Road. Traffic making this movement in Alternative 4 would also have to exit I-26 EB near the Westgate Mall and then traverse a series of ramps to and a traffic signal to reach Haywood Road.*

## **GENERAL DESIGN COMMENTS**

Comment Summary:

There were a total of 483 comments received that expressed general design related concerns, of which 234 comments were not categorized as form letters. These comments included concerns regarding design related issues that were not categorized by other subjects. Common remarks included the proposed widening of Amboy Road, the number of flyovers, interchange designs, the number of lanes on the Bowen Bridges, congestion at Exit #44, and coordinating designs with local plans.

General Response:

*Design concerns will be further studied in the Preliminary plans phase after selection of a preferred alternative. Specific issues such as the number of flyovers and interchange configurations will vary depending on the selected alternative. Other issues include:*

*In Section A, there were multiple comments suggesting that the proposed four lane typical section of Amboy Road should be reduced to two lanes; when the new traffic model is available, this typical will be re-evaluated and reduced if possible.*

*There were several requests for improvements outside of the scope of this project, including requests for stop signs, speed bumps, other traffic control devices, police enforcement, signal pre-emption for transit and emergency vehicles, and improvements to Park and Ride Facilities. These issues are local responsibilities and would require agreements addressing the construction and maintenance of these facilities in order to include in this project.*

## **RESPONSES TO SPECIFIC PUBLIC COMMENTS (DESIGN RELATED)**

### **A.) Fairfax Avenue Connection to Amboy Road Extension**

#### **Comment Summary:**

In the existing conditions, Fairfax Road intersects Brevard Road approximately 275-feet north of the I-26 EB exit ramp onto NC 191. As shown on the I-2513A Hearing map, the Amboy Road extension intersects NC 191 in the location that Fairfax Avenue currently intersects NC 191; Fairfax Avenue was connected back to Amboy Road extension to maintain a similar traffic pattern in future conditions. Several comments indicated that Fairfax Avenue is a narrow neighborhood street that is often used as a cut-through route. Citizens expressed concern that this road would become more heavily used. Additionally, one commenter stated that pleas to the City for traffic control measures aimed at slowing vehicles in the neighborhood had been denied. Some of the commenters suggested that Fairfax Avenue should not tie-in to Amboy Road.

#### **Response:**

*The Department will investigate eliminating the intersection of Fairfax Avenue to Amboy Road. However, since there is still connectivity from Fairfax Road to NC 191 via High Court Entrance, it is not likely that eliminating the intersection will stop all non-neighborhood traffic.*

### **B.) Amboy Road Extension impacts to Carrier Park.**

#### **Comment Summary:**

Due to widening Amboy Road, there are excessive impacts to Carrier Park.

#### **Response:**

*Impacts to Carrier Park have been maintained to a minimum and primarily consist of grading activities in easements. In order to mitigate and minimize permanent impacts to the park, the Department is proposing a retaining wall parallel to Amboy Road to avoid an existing structure. Approximately 300' of the French Broad River Greenway will be impacted in the proposed intersection of Old Amboy Road and Amboy Road Extension, but this will be replaced in kind as part of the construction of this project.*

### **C.) Hardees/Bluestone, LLC**

#### **Comment Summary:**

As currently designed, the combined effects of the impacts would render the property unusable for its current and best use. The slope stakes extend approximately 35' into the property and the R/W approximately 47' into the property. The ramp is designed for 2 lanes. There is a 35'+/- median between the ramp and the loop.

#### **Response:**

*It may be possible to change the ramp typical and tighten up the median area between the ramp and the loop in order to substantially reduce impacts to the Hardee's.*

### **D.) Community Baptist Church in Burton Street**

#### **Comment Summary:**

Citizen discusses several ways to avoid the proposed impacts to the Community Baptist Church in Burton Street, including extending the retaining wall, shortening or narrowing the

Haywood Road ramp, shifting to “an alternative high alignment to the east”, or adding a 6 lane option.

Response:

*Further efforts to avoid and minimize impacts to property within the Burton Street neighborhood including Community Baptist Church will occur during refinement of design of the preferred alternative once it is selected.*

**E.) CITY OF ASHEVILLE COMMENTS**

Comment Summary:

Section A - Comment Summaries:

A1. The COA strongly encourages the use of an updated Travel Demand Model

Response to Comment A1:

A2. *NCDOT has received the travel demand model for use and is currently in the process of completing model runs and traffic forecast scenarios for 4, 6, 8, and 10 lanes (if needed). The updated traffic forecast will be used to refine the designs for the LEDPA. The Haywood Road Bridge does not seem to include complete street elements. The COA encourages complete streets elements consistent with NACTO guidelines. COA is specifically requesting a minimum sidewalk width of 6', bicycle lanes, reduced lane widths and intersection dimensions, and reduced intersection radii.*

Response to Comment A2:

*NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines, while trying to avoid or minimize impacts to the various constraints along the Haywood Road Corridor.*

A3. COA strongly prefers a two lane typical section on Amboy Road.

Response to Comment A3:

*See response to A5.*

A4. “Amboy Road is not pedestrian and bicycle friendly with the proposed 4-lane cross-section which is recommended simply to match the proposed design for project #U-4739. The City of Asheville is currently designing a project identified as RADTIP which is a complete streets project along Lyman Street/Riverside Drive from Amboy Road (near the French Broad River) to Hill Street. Construction will begin during Calendar Year 2017. The proposed cross-section along the southern section of the project includes two travel lanes, sidewalks, a greenway (multi-use transportation path), and a protected two-way bikeway (1 bicycle lane in each direction). In addition, to 2040 Metropolitan Transportation Plan (MTP) no longer recommends major widening for project # U-4739 but instead recommends spot widening, roadway modernization and access management with complete streets elements. The City of Asheville strongly encourages NCDOT to redesign Amboy Road to be consistent with the City’s ongoing project with a design speed of no more than 40 mph.”

Response to Comment A4:

*See response to A5.*

- A5. The typical section for Amboy Road does not provide enough room for the City's preferred sidewalk cross-section.

Response to Comments A3, A4, and A5:

*The Amboy Road typical section was developed based on the capacity analysis for the project. Once a preferred alternative is selected, the typical section will be re-evaluated based on the updated traffic forecast and updated travel demand model.*

*NCDOT is committed to Complete Streets improvements and will coordinate with the City of Asheville, after the selection of the Preferred Alternative, with regard to incorporating these amenities into the project in compliance with design and cost-sharing guidelines.*

- A6. The City of Asheville appreciates addition of the greenway from Haywood Road to the Jeff Bowen Bridges. They encourage the use of a wider typical based on AASHTO and NACTO Guidelines. Additionally the greenway should have 2 way bicycle pavement markings.

Response to Comment A6:

*The Greenway Design is based on AASHTO's 1999 Guide for the Development of Bicycle Facilities. After selection of a preferred alternative and the project continues with preliminary designs, all design criteria will be re-evaluated to meet the requirements of the design guidelines which are currently accepted for use by the Department.*

- A7. The closing of Haywood Road adversely impacts transit routes W1 and W2 regarding its service to the Pisgah View Apartments (a public housing complex).

Response to Comment A7:

*Transit stops in the Pisgah View Apartments will not be directly affected by the proposed project. However, with the closing of Hanover Street at Haywood Road transit routes W1 and W2 will have two existing stops on Hanover Street impacted; these are at Montana Street and at Haywood Road. Roadway improvements may be required to assist the City of Asheville to improve Montana Street and/or Michigan Avenue in an effort to re-route buses. The City of Asheville may lose one stop at Hanover Street and Haywood Road, however, the existing stop at Haywood Road and Michigan Avenue is only approximately 800' from the eliminated bus stop.*

*After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville regarding transit service throughout the design and construction phases.*

- A8. The City encourages NCDOT to include bicycle/pedestrian infrastructure at the beginning/end of the Hominy Creek Greenway at Hominy Creek Road.

Response to Comment A8:



- A9. *The NCDOT improvements would include I-240 bridging of Hominy Creek Road as well as the Hominy Creek Greenway, similar to the existing conditions. These designs do not preclude the City of Asheville from implementing bicycle/pedestrian infrastructure at the beginning/end of the Hominy Creek Greenway at Hominy Creek Road. NCDOT will continue to coordinate with the City of Asheville regarding bike and pedestrian accommodations throughout the design and construction phases. The city is concerned about the impact to the FBR Greenway during construction of the retaining wall.*

Response to Comment A9:

*NCDOT will coordinate with the City of Asheville regarding maintenance of traffic on the French Broad River Greenway during development of final plans for the project. At that time, the Department will have additional information on designs that will impact the final MOT concepts.*

- A10. The City would like to collaborate with NCDOT on the design of Amboy Road and Brevard Road interchanges to identify opportunities to implement urban design strategies and the use of roundabouts.

Response to Comment A10:

*After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.*

Section B Comment Summaries:

- B1. The COA would like to see the Greenway to remain a separate facility from Hazel Mill Road and to utilize culverts for any road crossings. Additionally, they would like to see the greenway utilize NACTO and AASHTO guidelines. COA would like to see the Greenway extend southward to connect to the FBR Greenway and eastward to connect with Clingman Avenue.

Response to Comment B1:

*The greenway design is based on AASHTO's 1999 Guide for the Development of Bicycle Facilities. NCDOT will take these requests for alignment revisions under advisement when developing preliminary plans on the preferred alternative. NCDOT will evaluate the City of Asheville's requests for alignment revisions when refining the preliminary plans for the Preferred Alternative. The greenway alignment in this area may be affected while developing preliminary plans on the preferred alternative as a result of addressing other comments. After selection of a preferred alternative and the project continues with preliminary designs, all design criteria will be re-evaluated to meet the requirements of the design guidelines which are currently accepted for use by the Department.*

- B2. COA encourages inclusion of the Emma Greenway, the Montford Greenway, and the Smith-Mill Creek Greenways in the project. COA notes that there appears to be an opportunity to "daylight" Smith Mill Creek as it runs through the project and encourages NCDOT to pursue this.

Response to Comment B2:

*The NCDOT will coordinate with the City of Asheville to refine the preliminary designs for the Preferred Alternative thus that construction of the greenway by others will not be precluded.*

*Designs as presented in the 2015 DEIS for Alternatives 4 and 4B include bridging Smith Mill Creek for all new crossings. NCDOT is evaluating the feasibility of bridging all proposed crossings of Smith Mill Creek for Alternatives 3 and 3C, which will be completed prior to selection of the Preferred Alternative. It was clarified that the City of Asheville was requesting NCDOT daylight Smith Mill Creek that is currently flowing under the existing Patton Avenue, which may be eradicated upon construction of the LEDPA.*

- B3. COA is concerned that there is no direct access to Haywood Road from I-26 EB under Alts 3 and 3C, which may encourage traffic to use neighborhood streets (Virginia and Fairfax) to gain access to Haywood road.

Response to Comment B3:

*NCDOT is aware of this circuitous aspect of these alternatives which have been discussed in the DEIS. Alternative 4B is the only alternative to provide direct access to Haywood Road. For Alternatives 3 and 3C, traffic making this movement must exit I-26 EB near the Westgate Mall and traverse a series of service roads and traffic signals to access Haywood Road. Traffic making this movement in Alternative 4 would also have to exit I-26 EB near the Westgate Mall and then traverse a series of ramps to and a traffic light to reach Haywood Road. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.*

- B4. The COA is concerned about the adverse impacts to Westgate Shopping Center in Alternatives 3 and 3C.

Response to Comment B4:

*NCDOT is aware of this aspect of Alternatives 3 and 3C. Upon receiving similar comments on the 2015 DEIS, NCDOT has investigated minor design revisions which could be implemented for these alternatives, which would improve the access to the Westgate Shopping Center. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.*

- B5. COA is concerned about adverse impacts to Burton Street Community in alternatives 3 and 3C and encourages a collaborative planning process to minimize the footprint.

Response to Comment B5:

*NCDOT has identified impacts to the Burton Street Community in the DEIS. After selection of a preferred alternative, NCDOT will coordinate to refine the designs to further avoid or minimize impacts to the Burton Street neighborhood, as well as other neighborhoods that may be impacted by the project.*

- B6. COA encourages NCDOT to minimize traffic on the Bowen Bridges

Response to Comment B6:

*Implementation of any Detailed Study Alternative would reduce travel demand on the Captain Jeff Bowen Bridges to the point where the traffic operations would operate acceptably for the timespan analyzed for the I-26 Connector project (a period of 20 years into the future). Therefore, should the I-26 Connector project be constructed, the lifespan of the existing bridges would not be dictated by the amount of traffic using the bridges, but would solely be determined based upon the integrity of the bridges and thus the corresponding sufficiency rating. Based on 2012 data provided by NCDOT Bridge Inspection Report, both bridges have a Sufficiency Rating in the high 50's (bridges must have a rating below 50 to be eligible for replacement). Regular maintenance can keep the sufficiency rating above 50 for the foreseeable future.*

- B7. COA is concerned that 3 and 3C will not eliminate weaving and congestion on the Bowen Bridges.

Response to Comment B7:

*All alternatives will reduce traffic on the Bowen Bridges. Alternatives 3 and 3C do not remove interstate traffic from the Bowen Bridges and therefore will not alleviate the weaving; however, these alternatives do eliminate congestion by taking I-26 traffic off of the Jeff Bowen Bridges and providing another access to northbound I-26. Alternative 4 and 4B further limit traffic on the Bowen Bridges by also moving I-240 traffic onto new infrastructure.*

- B8. COA is concerned about adverse impacts to business and industrial areas in 3 and 3C

Response to Comment B8:

*After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.*

- B9. The COA strongly encourages continuous sidewalks along Patton Avenue from the west side of the FBR to Clingman Avenue in Alternatives 4 and 4B.

Response to Comment B9:

*After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville with regard to including this request as appropriate in compliance with NCDOT policies on pedestrian facilities and cost sharing.*

- B10. The City of Asheville strongly encourages NCDOT improve access to the Hillcrest Community.

Response to Comment B10:

*Alternatives 3 and 3C do not impact the existing access to the Hillcrest community. Alternatives 4 and 4B include access modifications to the Hillcrest Community due to the realignment of I-240 and the reconfiguration of Patton Avenue. As a result of the proposed Alternative 4 and 4B designs, access between the Hillcrest Community and*

*surrounding areas will be modified. Access between east and west Asheville and the Hillcrest Crest Community and surrounding areas would be improved. However, access between Riverside Drive, the Hillcrest Community, and surrounding areas would no longer have direct access to and from I-240. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.*

- B11. Pros and Cons of Alternatives 3 and 3C: Lower overall costs, does not separate traffic on the Jeff Bowen bridges, adverse impacts to the Burton Street Community, adverse impacts to Westgate Shopping Center.
- B12. Pros and Cons of 4 and 4B: separates traffic, minimizes traffic on the Bowen bridges, the existing bridges could accommodate multi-use facilities, improved transit service between West Asheville and Downtown, higher costs.

Section C Comment Summaries:

- C1. The COA encourages minimization of the project footprint near Exit #44 through the use of retaining walls tight geometry for the CD road. They state Alternative F-1 minimizes the footprint.

Response to Comment C1:

*See response to C3.*

- C2. Will I-4759 provide much of the needed relief at Exit 44?

Response to Comment C2:

*See response to C3.*

- C3. COA suggests an additional exit ramp I-40 WB onto Smoky Park Highway Eastbound at Exit #44 to relieve congestion at the existing ramp.

Response to Comments C1, C2, and C3:

*I-4759 has specific needs for which it is being developed to address. NCDOT will re-evaluate the proposed Exit 44 configuration after selection of a preferred alternative.*

*As the project develops and a preferred alternative is selected, the data used to develop designs is often updated and revised. After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.*

- C4. COA is concerned about the need to widen I-40 east of the Brevard Road interchange since there is no data to support the proposed widening and it adds significant cost.

Response to Comment C4:

*Improvements east of the Brevard Road interchange are required to safely reduce the lanes from the proposed improvements required between I-26 and Brevard Road*

*interchanges. The lane reduction geometry is based on AASHTO's 2011 A Policy on Geometric Design of Highways and Streets.*

*After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.*

- C5. In general, if there is an additional \$100,000,000 to spend on this project, the COA prefers the additional investments be made in Section B rather than Section A.

Response to Comment C5:

*Your comment is noted.*

**F.) I-40 Eastbound to I-26 Westbound**

Comment Summary:

Commenter is concerned with the CD road/Flyover to make the movement from I-40 Eastbound to I-26 WB. The commenter expresses concerns that these are unnecessary and cause too many impacts

Response:

*The need for CD roads will be re-evaluated during development of preliminary designs on the preferred alternative. The FBMPD recently released a new updated traffic model that may impact the required geometry at this location.*

**G.) Haywood Road Business impacts**

Comment Summary:

Can the businesses in the Southwest quadrant of the proposed Haywood Road interchange be saved?

Response:

*The design team investigated options to avoid these impacts, which included the potential of eliminating the eastbound right turn lane onto the eastbound I-26 on ramp. Although the impacts were slightly reduced, it was not possible to eliminate impacts to the structures in the southwest quadrant of this interchange. The next measure to consider would be shifting the realignment of Haywood to the north; however, the proposed alignment of Haywood Road was established to avoid impacts to various historic resources while minimizing impacts to other historic resources.*

**H.) Asheville Design Center Comments**

Section A Comment Summaries:

- B1. The traffic forecasts are overestimated and capacities are underestimated. Six lanes for this section would be sufficient.

Response to Comment A1:

*The project level traffic forecast was prepared with all fiscally-constrained projects programmed in the MPO. As such, for the I-26 Connector project, future year no-*

*build and build scenario forecasts were developed with all fiscally-constrained projects assumed to be funded and in place. Additionally, projects are further developed and evaluated as programmed by the RPOs/MPOs. Based on the FBRMPO MTP at the time, and based on coordination with project officials for the projects to the north and south of the I-26 Connector project along I-26, it was determined that I-26 and Future I-26 should be modeled as a six lane facility at the I-26 Connector project termini.*

*It is fair to say that adding travel lanes to a roadway can increase the amount of traffic that will travel that road. The DEIS, traffic forecast, and traffic capacity analysis do not hide this fact, as was shown in the table comparing the projected traffic volumes at the project termini between the future year no-build and future year build scenarios. However, the traffic volumes that have been added along I-26 and Future I-26 have been redistributed from other roadways. The travel demand model uses a finite number of vehicles and trips for every scenario in the future year, and adding capacity along a roadway does not increase the overall number of trips within the travel demand model network.*

*The per-lane capacity on freeways is substantially higher than the per-lane capacity along other facilities. The addition of one freeway lane to a facility is the most efficient use of added capacity, since it will allow the most vehicles to travel. In this instance, the failure to increase capacity on I-26 would shift the capacity strain to other facilities (arterials, collectors, etc.), which would require more added capacity than I-26. In short, the overall travel demand within the model does not change based on the capacity assigned to a certain roadway. Rather, that demand is simply shifted around based on the capacity assigned to all roadways within the model.*

- B2. Amboy road is overdesigned. Since U-4739 no longer calls for 4 lanes, the typical section can be reduced. The alignment could be revised to be closer to the freeway and not use a high speed curve. NCDOT should consider the same ramp configuration for WB- I-240 as EB I-240 between Amboy and Brevard; this would eliminate the need for the new roadway.

Response to Comment A2:

*The Amboy Road typical section was developed based on capacity analysis for the project which included the previously described improvements on U-4739. Once a preferred alternative is selected, the typical section will be re-evaluated based on data that is currently under review by the FBRMPO.*

*NCDOT will design and construct Amboy Road to satisfy capacity requirements, and will coordinate bicycle and pedestrian improvements with the City of Asheville. In compliance with NCDOT policies, City of Asheville will be required to participate with funding these improvements.*

- B3. Include Complete Street Designs on Amboy Road; there is no need for high speed curves to and from the on/off ramps.

Response to Comment A3:

*NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville, after the selection of the preferred alternative, with regard to incorporating these amenities into the project in compliance with design and cost-sharing guidelines, while trying to avoid or minimize impacts to the various constraints along the Haywood Road Corridor.*

*The radii at the base of the ramps are not to encourage high speeds, but are used to allow a turning truck to access the freeway without leaving the roadway surface. Trucks have a significant amount of off-tracking when turning, and therefore need larger radii.*

Section B Comment Summaries:

- B1. Alternatives 3 and 3C do not provide direct access from I-26 SB to Haywood Road.

Response to Comment B1:

*NCDOT is aware of this circuitous aspect of these alternatives which have been discussed in the DEIS. Alternative 4B is the only alternative to provide direct access to Haywood Road. For Alternatives 3 and 3C, traffic making this movement must exit I-26 EB near the Westgate Mall and traverse a series of service roads and traffic signals to access Haywood Road. Traffic making this movement in Alternative 4 would also have to exit I-26 EB near the Westgate Mall and then traverse a series of ramps to and a traffic light to reach Haywood Road. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.*

- B2. Alternatives 3/3C do not solve the problems that exist in the I-240/US-19/26/Patton Avenue Interchange on the east side of the river. According to the Roadway Deficiencies Report, Alternatives 3/3C would each have 16 deficiencies while Alternate 4 has six and Alternative 4B has three.

Response to Comment B2:

*Comment is noted.*

- B3. There is very poor access to Westgate and Murphy Hill in Alternatives 3/3C. Access would be more convenient in Alternatives 4/4B

Response to Comment B3:

*NCDOT is aware of this aspect of Alternatives 3 and 3C. Upon receiving similar comments on the 2015 DEIS NCDOT has investigated minor design revisions which could be implemented for these alternatives, which would improve the access to the Westgate Shopping Center. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.*

- B4. Costs and Impacts for all alternatives could be lowered by tightening up designs with lower speeds for I-240 and ramps, e.g. Hill Street area.

Response to Comment B4:

*Interstate Design Criteria is dictated by FHWA and is in compliance with AASHTO's 2011 A Policy on Geometric Design of Highways and Streets. Upon selection of a preferred alternative, the plans will move into the preliminary design phase and all design criteria will be re-evaluated.*

Section C Comment Summaries:

- C1. The new C/D roads along I-40 from I-26 to Exit 44 have major residential impacts. Westbound C/D roads impact Hominy Creek and Clairmont Crest Mobile Home Park. NCDOT should retain the existing 8-lane section on I-40 since weaving problems will be reduced in the future when the Liberty Road interchange is constructed.

Response to Comment C1:

*I-4759 has specific needs for which it is being developed to address. NCDOT will re-evaluate the proposed Exit 44 configuration after selection of a preferred alternative.*

*As the project develops and a preferred alternative is selected, the data used to develop designs is often updated and revised. After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.*



## MEETING SUMMARY



To: Project File

From: Celia Foushee  
AECOM

Date: April 5, 2016

RE: **I-2513 Working Group Meeting #1**  
**NCDOT STIP Project I-2513 (I-26 Connector)**

---

### Meeting Attendees:

David Brown – NCDOT Board Member  
Jay Swain, NCDOT – Division 3  
Rick Tipton, NCDOT – Division 3  
Derrick Weaver, NCDOT – PDEA  
Michael Wray, NCDOT - PDEA  
Chris Werner – AECOM  
Joanna Rocco – AECOM  
Celia Foushee – AECOM

Alan McGuinn – Asheville Design Center  
Ken Putnam – City of Asheville  
Gwen Wisler – City of Asheville  
Bruce Emory – City of Asheville  
Julie Mayfield – City of Asheville  
Todd Okolichany – City of Asheville

The project team met with the Working Group at 3:15 PM on March 24, 2016 in the Water Administration Conference Room in Asheville City Hall to review comments received from the City of Asheville on the 2015 Draft Environmental Impact Statement. Derrick Weaver reviewed the NCDOT's draft responses to the comments and noted the purpose of today's meeting was to review the general comments of the City of Asheville (see attached presentation and comments highlighted green). He explained, other more technical comments that require input and attendance from specific disciplines, will be held at subsequent Working Group meetings.

Additional discussion points from the meeting are summarized below:

- The Asheville City Board of Education is considering changing a preschool on Haywood Road to K through 3<sup>rd</sup> grade. This could increase pedestrian and vehicle traffic in the area. Gwen Wisler will coordinate with the Asheville City Board of Education regarding the status of this change, which will be communicated to NCDOT during a future Working Group meeting, regarding bicycle and pedestrian comments provided by the City of Asheville.
- It was requested that NCDOT provide to the City of Asheville, a brief 1-2 page summary of requested betterments and associated costs. This information will assist the City in determining if they would like to contribute additional funds or remove certain items. This will be completed once the bicycle and pedestrian Working Group meeting is held and after selection of the Least Environmentally Damaging Practicable Alternative (LEDPA).
- Comment 11: It was agreed by meeting attendees that the Aesthetics Advisory Committee (AAC) should be established after selection of the LEDPA. NCDOT suggested a representative from the Structures Unit to attend a future Working Group meeting to discuss options regarding aesthetic

## MEETING SUMMARY

April 5, 2016

Page 2 of 4

improvements that are feasible. Ricky Tipton will contact Alice Oglesby, regarding reinitiating the AAC, with input on potential committee members to be discussed in the near future.

- Comment 15: The City of Asheville will clarify their request for NCDOT to consider “bus on shoulder system” to be authorized within the project limits.
- Comment 22: The City of Asheville clarified while buildings on a bridge may not be feasible, implementing a park on bridges would be desirable, referencing Atlanta’s construction of parks on bridges. It was noted that this would be considered a betterment which could be further investigated if requested by the City.
- Comment 31: Clarification of the City’s request is shown on the public hearing map for Alternative 3, but is requested to be considered for all section B alternatives, depending on which alternative is selected as the LEDPA. It was clarified that a pedestrian culvert be included under Y7M I to prevent bicycle/pedestrian interaction with vehicular traffic in this area. It was noted that this could be further discussed at the Bicycle/Pedestrian Working Group meeting.



- Comment 34: Clarification of the City’s request is shown below on the public hearing map for Alternative 3, but is requested to be considered for all section B alternatives, depending on which alternative is selected as the LEDPA. It was clarified that the City of Asheville was requesting NCDOT daylight Smith Mill Creek that is currently flowing under the existing Patton Avenue, which may be eradicated upon construction of the LEDPA.



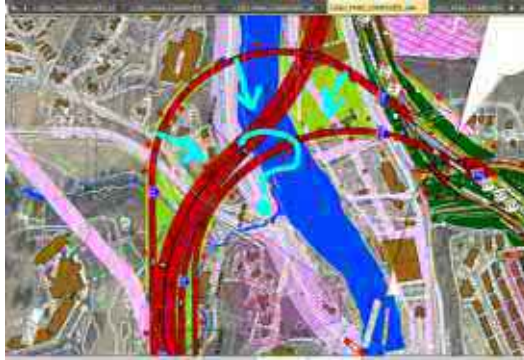
- Comment 39: NCDOT will coordinate with NCDOT Bridge Maintenance to determine if additional information can be provided to the City of Asheville regarding the lifespan of the Jeff Bowen Bridges.
- Comment 40: It was clarified that the City of Asheville was requesting NCDOT accurately and thoroughly communicate during the CP3 Meeting, their concerns that Alternatives 3 and 3C will not completely eliminate the existing weaving maneuvers and congestion on the Jeff Bowen Bridges.

## MEETING SUMMARY

April 5, 2016

Page 3 of 4

- Comment 41: It was clarified that the City of Asheville does not want the land under the bridges to sit dead and undeveloped. It was explained that the NCDOT Surplus Right of Way disposal process will not be initiated until the FEIS, ROD, and Right of Way Design Plans are completed.
- Comment 42: It was clarified that the City of Asheville was more specifically concerned with the potential visual impacts regarding the flyover bridges. It was requested that the northern flyover bridge to be shifted downward as close to the southern flyover bridge as possible as shown below on the public hearing map.



- Comment 42: It was clarified that the City of Asheville would prefer a more compressed interchange configuration, possibly an urban diamond interchange, which could minimize impacts along Hill Street in the area shown below on the public hearing map.



- Comment 45: It was clarified that the City of Asheville would prefer improved bicycle and pedestrian connectivity between the Hillcrest Community and Patton Avenue (if either Alternative 4 or 4B is selected as the LEDPA) as shown below on the public hearing map. Upon discussion, it was determined the City of Asheville will coordinate with the Asheville Housing Authority regarding this betterment request.



- The CP3 Merger Meeting (LEDPA selection) is anticipated to be held on either May 18 or 19, 2016.

## MEETING SUMMARY

April 5, 2016

Page 4 of 4

- The next Working Group meeting will be held on May 9<sup>th</sup> from 1-4 p.m. to review the old traffic forecast versus the new traffic forecast. The meeting will also discuss the traffic operations analysis assumptions and methodology that will be used to update the analysis for the Preferred Alternative. This meeting will also include discussion regarding noise impacts, noise mitigation, and noise process/policy.

### Action Items

- Gwen Wisler will coordinate with the Asheville City Board of Education regarding the potential for a preschool on Haywood Road to be changed to K through 3<sup>rd</sup> grade. The status update will be communicated to NCDOT during a future Working Group meeting, regarding bicycle and pedestrian comments provided by the City of Asheville.
- Ricky Tipton will contact Alice Oglesby, regarding reinitiating the AAC, with input on potential committee members to be discussed in the near future.
- NCDOT will coordinate with NCDOT Bridge Maintenance to determine if additional information can be provided to the City of Asheville regarding the lifespan of the Jeff Bowen Bridges.
- NCDOT to send Working Group participants the updated traffic forecast when finalized.
- NCDOT to send Working Group participants the pro/con list which is being prepared to assist in facilitation of the CP3 Merger Meeting and LEDPA selection.
- NCDOT to provide further information regarding lifespan of Jeff Bowen Bridges pending conversations with NCDOT Bridge Unit.
- The City of Asheville will coordinate with the Asheville Housing Authority regarding this betterment request of improving bicycle and pedestrian connectivity between the Hillcrest Community and Patton Avenue (if either Alternative 4 or 4B is selected as the LEDPA).
- Working Group to develop a list of requested improvements following outcome of initial Working Group meetings.





## WORKING GROUP MEETING SIGN IN SHEET

March 24, 2016

NAME	AGENCY/ORGANIZATION	EMAIL
Iay Swain	NCDOT	jswain@ncdot.gov
DAVID L. BROWN	NCDOT BOARD MEMBER	dlbrown@bellsouth.net
ALAN MCGUINN, FAIA Chris Werner	KASHEVILLE DESIGN CTR AECOM	alen.mcginn@kdcg-design.com christopher.m.werner@aecom.com
KEN PUTNAM	COA	KPUTNAM@KASHEVILLENC.GOV
Gwen Klisler	CoA	gwen.wisler@coacouncil.com
Julie McFieid	CoA	juliemcfieid@aol.com
Bruce Emory	COA - KUMTC	emory22@charter.net
Todd Okolichan	COA	toKolichan@kashvillenc.gov
Rick Tipton	NCDOT	rtipton@ncdot.gov
MICHAEL WRAY	NCDOT	mgwray@ncdot.gov
Celia Fonshee	AECOM	celia.fonshee@aecom.com
Joanna Rocco	AECOM	joanna.rocco@aecom.com

**Comment to be discussed during 1<sup>st</sup> Working Group Meeting – March 24, 2016**

<b>City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector)</b>				
<b>December 16, 2015</b>				
<b>#</b>	<b>Comment</b>	<b>Response</b>	<b>DISCIPLINE</b>	<b>NOTES</b>
1	The City of Asheville's City Council approved a resolution adopting a complete streets policy on June 26, 2012 (Resolution #12-154). NCDOT adopted a similar policy during July 2009. The City of Asheville strongly encourages the NCDOT to implement complete streets elements consistent with design guidelines published by the National Association of City Transportation Officials (NACTO) along all of the -Y- lines including the bridges that cross the -L- line throughout the entire project for all sections.	NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines. In areas where the various plans propose future pedestrian accommodations, the designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies.	Design Pedestrian	Discuss on 3/24: Designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies.
2	The City of Asheville has committed \$2,000,000 of co-funding to the I-26 Connector project in order to ensure that local needs are met.	Comment noted.	Funding	Additional discussion regarding this funding should occur during the design phase after a preferred alternative is selected and following betterment requests from the City.
3	As the -Y- lines are streets that are generally local in nature, the City of Asheville strongly encourages collaborative planning throughout the design and construction phases.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Design	Discuss on 3/24: As the project moves forward NCDOT will be open for additional discussion and suggestions. If there are other details not already specified, please provide so it can be considered in the design refinements of the Preferred Alternative where feasible.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
4	The City and County approved a joint resolution regarding the I-26 Connector on March 18, 2014 (Resolution #14-54 and #14-03-12). The resolution included the following quote, “...in preparation of the draft Environmental Impact Statement for the project, NCDOT clearly include elements that will address community needs for sound barriers and bicycle, pedestrian and neighborhood connections, including location, design, and the funding methodology of associated infrastructure elements.” The City of Asheville strongly encourages NCDOT to fully address these elements in the Final EIS document.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville during the design refinements. Efforts also being performed while the designs are being revised will include updating the various technical studies in order to further evaluate and address concerns associated with noise, bike and pedestrian accommodations, community connectivity, human and natural environmental impacts, amongst others.	Design Discuss on 3/24: NCDOT will work with the City of Asheville moving forward and address specific comments. If there are other concerns not addressed in later sections, please provide a list for further discussion.
5	Due to the City of Asheville’s limited ability to annex, the City of Asheville strongly encourages the NCDOT to make all efforts to minimize the overall footprint throughout the entire project length for all sections with the use of additional retaining walls and additional urban design strategies to make sure that all of the on/off ramps are placed as close to the -L- line as possible.	After selection of a preferred alternative, NCDOT will continue in refining the designs in order to either avoid or minimize impacts. While measures such as the use of retaining walls have already been incorporated into the preliminary designs for the Detailed Study Alternatives evaluated within the 2015 DEIS, the refinement of the designs for the LEDPA provides an opportunity to further coordinate with the public, resource agencies, as well as the City of Asheville to further develop the designs and identifying additional areas for avoidance or minimization of impacts.	Design Comment to be discussed at a subsequent working group meeting that will focus on design issues. If there are specific locations, please provide a list for further discussion.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
6	Design exceptions should be considered in cases where greater land preservation would result. The City of Asheville would like to be involved in discussing these suggestions during the design phase.	<p>Comment noted. If design exceptions are required to avoid or minimize impacts due to the project, documentation with justification will need to be provided to the Federal Highway Administration for approval of the use of the design exception.</p> <p>Design exceptions are required when the proposed roadway designs do not meet certain controlling criteria and design standards are established for a specific project. These criteria, consisting of thirteen design elements, are defined in <u>AASHTO's A Policy on Geometric Design of Highways and Streets</u> and are influenced by roadway characteristics such as functional classification and traffic volumes.</p> <p>On projects with federal funding, review, and oversight, the Federal Highway Administration is responsible for reviewing and approval of requested design exceptions. However, design exceptions are typically viewed as undesirable on new or reconstructed roadways due to the long term adverse effects associated with the deficiency, such as reduced highway safety and increased maintenance costs.</p>	Design Comment to be discussed at a subsequent working group meeting that will focus on design issues.
7	The City of Asheville is very interested in assuring the best possible pedestrian and bicycle improvements and would like to be actively involved in the design phase of the project regarding the pedestrian elements after a preferred alternative has been selected. This involvement is critical in order for the City of Asheville to conduct its own transportation and financial planning.	<p>Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.</p>	Design Bike & Ped Comment to be discussed at a subsequent working group meeting that will focus on design issues. If there are additional specifics please provide for future discussions.



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	
8	The City of Asheville's preferred sidewalk cross-section includes a 5-foot sidewalk and a 5-foot utility strip (buffer area) with a 10-foot overall width. The City of Asheville strongly encourages this cross-section at all sidewalk locations throughout the entire project length for all sections. If the preferred sidewalk cross-section cannot be provided in specific areas, a reduced-width utility strip should be considered, and if that is not possible, then a 6-foot back of curb sidewalk should be used.	NCDOT is committed to Complete Streets improvements and will coordinate with the City of Asheville, after the selection of a preferred alternative, with regard to incorporating these amenities into the project in compliance with design and cost-sharing guidelines.	<b>DISCIPLINE</b> Bike & Ped
9	The City of Asheville strongly encourages the NCDOT to consider wider (6') minimum bicycle lane widths along roads with traffic volumes greater than 10,000 vpd and/or operating speeds greater than 35 mph to be consistent with the City of Asheville Standard Specifications and Details Manual, City of Asheville Comprehensive Bicycle Plan, and NACTO recommendations.		Bike & Ped
10	The City of Asheville strongly encourages the NCDOT to consider multi-use paths to measure 14-16 feet wide with an absolute minimum width of 12 feet.		Bike & Ped
			<b>NOTES</b> Comment to be discussed at a subsequent working group meeting that will focus on design issues. If there are additional specifics please provide for future discussions.
			Comment to be discussed at a subsequent working group meeting that will focus on design issues. If there are additional specifics please provide for future discussions.
			Comment to be discussed at a subsequent working group meeting that will focus on design issues. If there are additional specifics please provide for future discussions.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
11	The City of Asheville would like to be actively involved in the Aesthetics Advisory Committee (AAC) in order to help integrate aesthetics features into the proposed design after a preferred alternative has been selected and final design begins.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Aesthetics	Discuss on 3/24: NCDOT proposes reestablishing an aesthetics committee after selection of a preferred alternative. Integration of aesthetics will occur during preparation of FEIS and continue for the duration of project development.
12	Retaining walls should include aesthetics standards consistent with the City of Asheville Standard Specifications and Details Manual.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Aesthetics	Discuss on 3/24: NCDOT proposes reestablishing an aesthetics committee after selection of a preferred alternative. Integration of aesthetics will occur during preparation of FEIS and continue for the duration of project development.
13	The City of Asheville strongly encourages reasonable mitigation strategies, including funding, for transit, pedestrian, and bicycle routing during the construction phase.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.		These are items NCDOT will continue to discuss during the design phase. If there are additional specifics please provide for future discussions.
14	The City of Asheville strongly encourages the NCDOT to include bus stops along all of the transit routes within the project limits. These bus stops must be designed and constructed to meet ADA requirements.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Transit	Discuss on 3/24: NCDOT would like to clarify this comment with the COA. Is COA asking for betterment of existing stops?

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	
			DISCIPLINE NOTES
15	The City of Asheville would like for the NCDOT to consider “bus on shoulder system” to be authorized within the project limits.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville to discuss the potential use of the “bus on shoulder system”.	Traffic Comment to be discussed at a subsequent working group meeting that will focus on traffic issues. If there are additional specifics please provide for future discussions.
16	The City of Asheville strongly suggest that NCDOT create a collaborative working group that would meet regularly starting in early 2016 and throughout the design phase to ensure adequate consideration of the concerns listed above. This group could also examine the travel demand model, capacity analysis, and the methodology of calculating Level of Service in an effort to gain consensus.	Comment noted.	
17	The City of Asheville is pleased that NCDOT will be using the new local travels demand model to re-examine travel demand and to conduct a new capacity analysis with a 6-lane alternative in Section A.	Comment noted.	Traffic Discuss on 3/24: NCDOT has received the travel demand model for use and is currently in the process of completing model runs and forecast scenarios for 4, 6, 8, and 10 lanes (if needed). Additional discussion will occur at a subsequent working group meeting that will focus on traffic issues.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
18	The City of Asheville would like more information about the placement and sufficiency of sound walls, and assurance that sound walls will be fully included in the Final EIS.	Once a preferred alternative is selected, an updated traffic forecast will be prepared and designs further refined. Once designs of the Preferred Alternative have been refined, noise abatement measures will be re-analyzed.	Noise	Comment to be discussed at a subsequent working group meeting that will focus on noise issues. If there are additional specifics please provide for future discussions.
19	The City of Asheville strongly encourages NCDOT to update all of the base maps in the final EIS in order to reflect construction activities (new homes and businesses) that have occurred during the past several years.	Comment noted. Typically, NCDOT will update project mapping during major milestones of a project (i.e. prior to project initiation or prior to developing final designs used for right of way acquisition). In between these phases, NCDOT may update the mapping due to major changes. Even though the 2015 corridor public hearing maps were created using the slightly dated mapping, the impacts and business and residential relocations reported reflect the current conditions at the time.	Residential and Business Impacts	Discuss on 3/24: NCDOT will update the aerial photography for final design.
20	<b>City of Asheville - Section A Comments</b> The City of Asheville strongly encourages that an updated Travel Demand Model for the project be developed as quickly as possible to assess a scenario for six lanes through Section A, that the analysis in the six-lane scenarios carefully avoid assuming induced-demand levels associated with an eight-lane design, that the analysis include the resulting impact of six lanes on Section B and Section C, and that final design of the project include the fewest number of lanes and smallest footprint possible through the A, B, and C sections of the project.	NCDOT has received the travel demand model for use and is currently in the process of completing model runs and traffic forecast scenarios for 4, 6, 8, and 10 lanes (if needed). The updated traffic forecast will be used to refine the designs for the LEDPA.	Traffic	Discuss on 3/24: NCDOT has received the travel demand model for use and is currently in the process of completing model runs and forecast scenarios for 4, 6, 8, and 10 lanes (if needed). Additional discussion will occur at a subsequent working group meeting that will focus on traffic issues.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
21	The City of Asheville strongly encourages the NCDOT to include complete streets elements consistent with NACTO guidelines on the Haywood Road bridge (-Y6-) and through the intersection and to make all efforts to make the bridge and intersections as pedestrian and bicycle friendly as possible especially since a proposed greenway (multi-use transportation path) will be located in the northeast quadrant. These elements should include a minimum sidewalk width of 6 feet measured back of curb, bicycle lanes, reduced lane width and intersection dimensions, and reduced radii at the on/off ramps.	NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines, while trying to avoid or minimize impacts to the various constraints along the Haywood Road Corridor.	Design Bike & Ped	Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.
22	The City of Asheville would like to explore (with the NCDOT) the possibilities of constructing buildings on the Haywood Road bridge in an effort to maintain connectivity as a business corridor through West Asheville.	Additional coordination is required with the City of Asheville to assist NCDOT in better understand this request.	Haywood Bridge	Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.
23	The City of Asheville strongly prefers that Amboy Road be designed as a two-lane facility, possibly with wider intersections for turn lanes, in order to reduce the footprint of the entire project and the taking of property, to make it more compatible with adjoining neighborhoods, to make Amboy Road more bicycle and pedestrian-friendly, and to reduce project cost, even if it means achieving level-of-service E for that section of Amboy Road.	The Amboy Road typical section was developed based on the capacity analysis for the project. Once a preferred alternative is selected, the typical section will be re-evaluated based on the updated traffic forecast and updated travel demand model.  NCDOT is committed to Complete Streets improvements and will coordinate with the City of Asheville, after the selection of the Preferred Alternative, with regard to incorporating these amenities into the project in compliance with design	Traffic	Comment to be discussed at a subsequent working group meeting that will focus on traffic issues.



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
27	The proposed closing of Hanover Street at its intersection with Haywood Road adversely impacts a transit routes W1 and W2 regarding its service to the Pisgah View Apartments (a public housing complex).	<p>Transit stops in the Pisgah View Apartments will not be directly affected by the proposed project. However, with the closing of Hanover Street at Haywood Road transit routes W1 and W2 will have two existing stops on Hanover Street impacted; these are at Montana Street and at Haywood Road. Roadway improvements may be required to assist the City of Asheville to improve Montana Street and/or Michigan Avenue in an effort to re-route buses. The City of Asheville may lose one stop at Hanover Street and Haywood Road, however, the existing stop at Haywood Road and Michigan Avenue is only approximately 800' from the eliminated bus stop.</p> <p>After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville regarding transit service throughout the design and construction phases.</p>	Transit
28	The City of Asheville strongly encourages the NCDOT to include bicycle/pedestrian infrastructure at the beginning/end of the Hominy Creek Greenway at Hominy Creek Road.	<p>The NCDOT improvements would include I-240 bridging of Hominy Creek Road as well as the Hominy Creek Greenway, similar to the existing conditions. These designs do not preclude the City of Asheville from implementing bicycle/pedestrian infrastructure at the beginning/end of the Hominy Creek Greenway at Hominy Creek Road. NCDOT will continue to coordinate with the City of Asheville regarding bike and pedestrian accommodations throughout the design and construction phases.</p>	Bike & Ped
29	The City of Asheville is concerned about the impact to the French Broad River Greenway during the construction of the proposed retaining wall.	NCDOT will coordinate with the City of Asheville regarding maintenance of traffic on the French Broad River Greenway during development of final plans for the project. At that time, NCDOT will have additional information on designs that will impact the final maintenance of traffic concepts.	Bike & Ped
			NOTES
			<p>Following selection of a preferred alternative NCDOT will coordinate with the COA in order to further review transit operations within the study area and to discussion options if need be.</p> <p>Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.</p> <p>Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.</p>

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
30	The City of Asheville would like the opportunity to collaborate with NCDOT on the design for the new interchanges at Brevard Road and Amboy Road in order to identify opportunities for urban design strategies and the possible use of roundabouts.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Traffic	Comment to be discussed at a subsequent working group meeting that will focus on traffic issues.
	<b>City of Asheville – Section B comments</b>			
31	The City of Asheville strongly encourages the NCDOT to keep the West Asheville Greenway “running” parallel to the C/A fence and the Y7- EBL in order to avoid the 18% +/- vertical grade along Hazel Mill Road and to be routed underneath, via culvert, any street crossings in its path.	The greenway design is based on AASHTO’s 1999 Guide for the <u>Development of Bicycle Facilities</u> . After selection of a preferred alternative, all design criteria will be re-evaluated to meet the requirements of the design guidelines which are currently accepted for use by the NCDOT. NCDOT will evaluate the City of Asheville’s requests for alignment revisions when refining the preliminary plans for the Preferred Alternative. The greenway alignment in this area may be affected while developing preliminary plans on the Preferred Alternative as a result of addressing other comments.	Bike & Ped	Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.
32	The City of Asheville strongly encourages that this greenway be extended southward to connect to the French Broad River Greenway and that it be extended eastward to connect with Clingman Avenue.		Bike & Ped	Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
33	The City of Asheville strongly encourages the inclusion and construction of the Emma Greenway (identified as #7 on the City of Asheville Greenway Master Plan), the Montford Greenway (#14), and the Smith-Mill Creek Greenway (#17). If these greenways are not constructed, the opportunity for construction in the future might not be possible.	The NCDOT will coordinate with the City of Asheville to refine the preliminary designs for the Preferred Alternative thus that construction of the greenway by others will not be precluded.	Bike & Ped	Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.
34	The City of Asheville notes that there appears to be the opportunity to “daylight” Smith-Mill Creek as it runs through the project area and the City of Asheville strongly encourages NCDOT to pursue that option.	Designs as presented in the 2015 DEIS for Alternatives 4 and 4B include bridging Smith Mill Creek for all new crossings. NCDOT is evaluating the feasibility of bridging all proposed crossings of Smith Mill Creek for Alternatives 3 and 3C, which will be completed prior to selection of the Preferred Alternative.	Design	Discuss on 3/24: Per a previous request by the Merger Team, this request has been recently evaluated and has been determined to be feasible and is expected to add approximately \$3.35 million to project cost.
35	The City of Asheville is concerned that there is no direct access to Haywood Road from I-26 eastbound under Alternatives 3 and 3C which might encourage that traffic to go to the Amboy Road interchange using NC 191 (Brevard Road) and other neighborhood city-maintained streets (Virginia Avenue and Fairfax Avenue) to access Haywood Road. The proposed access requires vehicles to travel through four signalized intersections before reaching Haywood Road.	NCDOT is aware of this circuitous aspect of these alternatives which have been discussed in the DEIS. Alternative 4B is the only alternative to provide direct access to Haywood Road. For Alternatives 3 and 3C, traffic making this movement must exit I-26 EB near the Westgate Mall and traverse a series of service roads and traffic signals to access Haywood Road. Traffic making this movement in Alternative 4 would also have to exit I-26 EB near the Westgate Mall and then traverse a series of ramps to and a traffic light to reach Haywood Road. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.	Traffic	Discuss 3/24: NCDOT will further evaluate the access to Haywood Road during design refinements of the Preferred Alternative.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
36	The City of Asheville is concerned about the adverse impact that Alternatives 3 and 3C will have on the long-term viability of the Westgate Shopping Center including the impact of a new hotel currently under construction at the same location that -Y71- will terminate.	NCDOT is aware of this aspect of Alternatives 3 and 3C. Upon receiving similar comments on the 2015 DEIS, NCDOT has investigated minor design revisions which could be implemented for these alternatives, which would improve the access to the Westgate Shopping Center. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.	Traffic
37	The City of Asheville is concerned about the adverse impacts that Alternatives 3 and 3C will have on the Burton Street Community.	NCDOT has identified impacts to the Burton Street Community in the DEIS. After selection of a preferred alternative, NCDOT will coordinate to refine the designs to further avoid or minimize impacts to the Burton Street neighborhood, as well as other neighborhoods that may be impacted by the project.	Residential and Business Impacts
38	The City of Asheville strongly encourages a collaborative planning process to identify opportunities to reduce the overall footprint of the project.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.	Avoidance and minimization efforts are on-going throughout all phases of the project development. If there are specific locations the COA would like to focus on, please provide for future discussions.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
39	The City of Asheville strongly encourages the NCDOT to minimize as much traffic on the Jeff Bowen Bridges as possible in order to extend the life of the two existing bridges.	Implementation of any Detailed Study Alternative would reduce travel demand on the Captain Jeff Bowen Bridges to the point where the traffic operations would operate acceptably for the timespan analyzed for the I-26 Connector project (a period of 20 years into the future). Therefore, should the I-26 Connector project be constructed, the lifespan of the existing bridges would not be dictated by the amount of traffic using the bridges, but would solely be determined based upon the integrity of the bridges and thus the corresponding sufficiency rating. Based on 2012 data provided by NCDOT Bridge Inspection Report, both bridges have a Sufficiency Rating in the high 50's (bridges must have a rating below 50 to be eligible for replacement). Regular maintenance can keep the sufficiency rating above 50 for the foreseeable future.	Design Traffic
40	The City of Asheville is concerned that Alternatives 3 and 3C will not completely eliminate the existing weaving maneuvers and congestion on the Jeff Bowen bridges.	All alternatives will reduce traffic on the Bowen Bridges. Alternatives 3 and 3C do not remove interstate traffic from the Bowen Bridges and therefore will not alleviate the weaving; however, these alternatives do eliminate congestion by taking I-26 traffic off of the Jeff Bowen Bridges and providing another access to northbound I-26. Alternative 4 and 4B further limit traffic on the Bowen Bridges by also moving I-240 traffic onto new infrastructure.	Traffic
41	The City of Asheville is concerned about the adverse impacts to business and industrial sites with Alternative 3 and 3C along the French Broad River.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.	Residential and Business Impacts
			NOTES
			Discuss response on 3/24.
			Discuss response on 3/24.
			Discuss response on 3/24.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
42	The City of Asheville is concerned that Alternatives 4 and 4B will adversely impact Hill Street, Isaac Dickson Elementary School, and Riverside Cemetery and as a result, the City of Asheville strongly encourages the NCDOT to minimize the impacts.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.	Residential and Business Impacts
			NOTES Discuss on 3/24: NCDOT would like clarification on specifics areas of concern for additional avoidance or minimize efforts to be considered during the refinement of the designs for the Preferred Alternative.
43	The City of Asheville strongly encourages continuous sidewalks along both sides of Patton Avenue from the west side of the French Broad River to Clingman Avenue for Alternatives 4 and 4B.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville with regard to including this request as appropriate in compliance with NCDOT policies on pedestrian facilities and cost sharing.	Bike & Ped
44	The City of Asheville strongly encourages the NCDOT to use complete streets elements along Patton Avenue with Alternatives 4 and 4B in order to improve neighborhood connectivity and accommodate pedestrian-scale urban redevelopment.	NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines. In areas where the various plans propose future pedestrian accommodations, the designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies.	Bike & Ped
			Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.
			Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	
45	The City of Asheville strongly encourages the NCDOT to improve access to the Hillcrest Community.	<p>Alternatives 3 and 3C do not impact the existing access to the Hillcrest community. Alternatives 4 and 4B include access modifications to the Hillcrest Community due to the realignment of I-240 and the reconfiguration of Patton Avenue. As a result of the proposed Alternative 4 and 4B designs, access between the Hillcrest Community and surrounding areas will be modified. Access between east and west Asheville and the Hillcrest Crest Community and surrounding areas would be improved. However, access between Riverside Drive, the Hillcrest Community, and surrounding areas would no longer have direct access to and from I-240. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.</p>	<p><b>DISCIPLINE</b> Bike &amp; Ped Design</p> <p><b>NOTES</b> Comment to be discussed at a subsequent working group meeting that will focus on bicycle and pedestrian issues.</p>

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015					
#	Comment	Response	DISCIPLINE	NOTES	
<b>City of Asheville – Section C Comments</b>					
46	Will project I-4759 (Proposed Liberty Road interchange) not provide much needed relief regarding traffic congestion at I-40 Exit #44, and if so, could the overall footprint of Section C be reduced?	I-4759 has specific needs for which it is being developed to address. NCDOT will re-evaluate the proposed Exit 44 configuration after selection of a preferred alternative.	Design	Discuss response on 3/24.	
47	The City of Asheville questions the C/D ramps shown along I-40 west of I-26. These ramps would take a significant number of homes and not resolve the congestion at Exit #44.	As the project develops and a preferred alternative is selected, the data used to develop designs is often updated and revised. After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.			
48	The City of Asheville suggests that the NCDOT consider an additional exit ramp from I-40 Westbound onto Smoky Park Highway eastbound at Exit #44 in order to relieve congestion at the existing ramp.				
49	The City of Asheville strongly encourages the NCDOT to minimize the overall footprint for Section C at and near Exit #44 by using retaining walls and keeping separation between the C/D ramps and the -L- line as narrow as possible.				
50	Alternative F-1 appears to be the best alternative for Section C.	Comment Noted.			

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
51	The City of Asheville is concerned about the need to widen I-40 east of the Brevard Road interchange since there is no data to support the proposed widening and it adds significantly to the cost.	<p>Improvements east of the Brevard Road interchange are required to safely reduce the lanes from the proposed improvements required between I-26 and Brevard Road interchanges. The lane reduction geometry is based on AASHTO's 2011 <u>A Policy on Geometric Design of Highways and Streets</u>.</p> <p>After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.</p> <p>Comment noted.</p>	Design Discuss on 3/24; NCDOT to provide clarification.
52	In general, if there is an additional \$100,000,000 to spend on this project, the COA prefers the additional investments be made in Section B rather than Section A.		

## MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: July 5, 2016

RE: **I-2513 Working Group Meeting #2**  
**NCDOT STIP Project I-2513 (I-26 Connector)**

---

### Meeting Attendees:

David Brown – NCDOT Board Member  
Jay Swain, NCDOT – Division 13  
Rick Tipton, NCDOT – Division 13  
Mitch Batuzich – FHWA  
Michael Dawson – FHWA  
Joe Geigle – FHWA  
Alan McGuinn – Asheville Design Center  
Bruce Emory – City of Asheville  
Julie Mayfield – City of Asheville  
Todd Okolichany – City of Asheville  
Ken Putnam – City of Asheville  
Gwen Wisler – City of Asheville

Lyuba Zuyeva – FBRMPO  
Alice Oglesby – IO Design  
Derrick Weaver – NCDOT PDEA  
Michael Wray – NCDOT PDEA  
Brian Wert – NCDOT Systems Planning  
Jim Dunlop – NCDOT Congestion Management  
Greg Smith – NCDOT HES  
Andrew Bell – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team met with the Working Group at 9:00 AM on June 3, 2016 in the Buncombe County Maintenance Conference Room in the Buncombe County Maintenance Office. The purpose of the meeting was to discuss action items from the previous Working Group meeting held on March 24, 2016, NCDOT noise policies and traffic noise analysis methodologies, and the relationship between travel demand modeling, traffic forecasting, traffic operations analysis, and the development of designs.

Derrick Weaver began the meeting with introductions and announced the Preferred Alternative was selected at the Merger Meeting held on May 18, 2016. A brief status review of the Traffic Forecast Update was provided noting the forecast is expected to be completed within the coming months.

Discussion points from the action items from Working Group meeting #1 are summarized below:

- Gwen Wisler spoke with the Asheville City Board of Education regarding the potential for the West Asheville/Aycock School to be converted from a preschool to K through 3<sup>rd</sup> grade. The Board of Education contact said this has not been decided yet and further coordination efforts should occur in the future as the I-2513 project is developed.
  - Julie Mayfield noted that she is now the City Council Liaison with the Asheville Housing Authority and will assist in coordinating betterment requests on their behalf. The next



working group meeting will discuss the various betterments the City of Asheville would like to incorporate in the project.

- Ricky Tipton introduced Alice Oglesby, who previously worked on the project Aesthetics Advisory Committee (AAC). Alice Oglesby discussed her previous role regarding noise walls on other highway projects adjacent to Asheville. It was noted the AAC will be a sub-committee of the working group, which Alice will serve on, in addition to others yet to be determined.
  - Julie Mayfield asked when they could begin forming the AAC members. NCDOT responded this would occur as we approach the design refinement phase, suggesting that NCDOT will coordinate to identify those who were previously on the committee, identify new members to serve on the committee, and work with the City of Asheville to identify new members to serve on the committee.
- Michael Wray provided an update on the lifespan of the Captain Jeff Bowen Bridges, which were last rehabilitated in 1984, noting that should traffic capacity not be an issue. The structural lifespan of the bridges would be 10-15 years with no rehabilitation work performed. The bridges were scheduled for rehabilitation in August of 2016; however, the High Value Bridge Program was recently placed on hold. If the program is reinstated, the lifespan would be 30 plus years.
- Prior to selection of the I-2513 Preferred Alternative, NCDOT provided the working group with a copy of the pro/con list used to assist in facilitation of the CP3 Merger Meeting and LEDPA Selection.
- Ken Putnam noted that the City of Asheville is continuing to work on clarifying their questions/comments provided on the 2015 Draft Environmental Impact Statement (DEIS) and will also continue to develop their list of requested improvements which will be discussed at future working group meetings.
  - It was noted that NCDOT is intending to prepare the Final Environmental Impact Statement (FEIS) by mid-2017.
- It was noted that efforts are still needed to further identify participants for the working group to ensure diverse perspectives are represented. It was also directed that Buncombe County be invited to participate on all future working group meetings.

Discussion points from Greg Smith's review of traffic noise are summarized below:

- General traffic noise topics discussed included:
  - noise policies, methodologies, definitions, noise models, and noise reports
  - qualifications for being eligible for consideration of a noise wall
  - noise walls are not shown until the final design phase
  - the final decision of whether a noise wall is built is based upon the voting of property owners and tenants that may be impacted by noise
  - ballots are sent only to property owners and tenants that may be impacted by noise
  - at least 50 percent of the ballots must be returned and the majority vote will render a decision
  - the maximum height of a noise wall is 25 feet
  - NCDOT will stain noise walls with one color
- Aesthetics of noise walls and funding can only come from NCDOT or the local government
  - third party funding is not allowed
  - there must be consistency between walls in adjacent portions of a roadway
  - any costs over a standard wall will be covered 100% by the locality making the request
- It was questioned if there are any options for noise walls on the flyover bridges to lessen the impacts to the Montford area.

## MEETING SUMMARY

July 5, 2016

Page 3 of 6

- A general discussion was provided regarding the noise level changes which the human ear can notice.
  - It was noted that even without the I-2513 project, much of this neighborhood already is impacted by traffic noise.
  - It was questioned if clear noise walls could be used on the flyovers, similar to what is on the Woodrow Wilson Bridge. It was noted the next phase of the noise analysis will further investigate the ability to reduce noise impacts; however, any noise walls over a standard wall will be covered 100% by the locality making the request.
  - The next phase of the noise analysis will be prepared on the final designs, after the Record of Decision (ROD) is prepared.
- It was suggested NCDOT consider meeting with residents that may be impacted by noise in order to inform them of the process and next steps.
  - The response stated there will be public meetings moving forward to discuss the noise walls, but this does not typically happen until NCDOT knows where the walls will be placed.
  - NCDOT will meet various groups or neighborhoods if the City of Asheville makes a formal request. NCDOT stated there will be small group meetings later in the year to review other topics with various neighborhoods and suggested this could be a topic for inclusion in those meetings.
- It was noted the stamps for the patterns on existing noise walls along I-40, between the Smoky Park Highway and I-26, cost approximately \$200,000.
- It was requested for NCDOT to clarify the noise impacts as stated in the 2015 DEIS.
  - Greg described the five categories of impacts: impacted, impacted and benefited, impacted and not benefited, not impacted and benefited, and not impacted not benefited.

Discussion points from Chris Werner's review on the relationship between travel demand models, traffic forecasts, traffic operations analysis, and design characteristics are summarized below:

- Intersection/interchange configurations, number of turn lanes, number of through lanes shown in project designs are based upon the recommendations resulting from the traffic operations analysis. This is a very iterative process with roadway design engineers and traffic engineers working back and forth trying to develop designs that meeting design requirements, handle traffic demand in an acceptable manner, while trying to avoid or minimize impacts to the human and natural environmental resources.
- The traffic operations analysis is prepared based upon the traffic forecast prepared for the project, as well as industry standard analysis factors, which are verified based upon current day traffic count data.
- The traffic forecast is prepared based upon current day traffic count data and a travel demand model. Generally speaking, current traffic count data is grown based upon growth rates projected from the travel demand model for the Future Year No-Build Alternative. The travel demand model is then used to determine diversion percentages on the forecasted roadways once the project is in place.
- The travel demand model is prepared based upon local planning efforts including factors such as: roadway projects, transit routes, and socioeconomic data projections.
- It was noted now the Preferred Alternative has been identified; the designs for Alternative 4B will be refined based upon an updated traffic operations analysis, using a new traffic forecast, based upon the French Broad River MPO's recently adopted travel demand model. Results of these

refinements will be presented in the Final Environmental Impact Statement which will be made available for public and resource agency review and comment.

To further expand upon traffic forecasts, travel demand model development, usages, and limitations Brian Wert provided a high-level review with the major discussion points summarized below:

- Travel demand models are a tool to help see the growth and the long range transportation plans, as well as the interaction between transportation facilities and land use.
- Traffic forecasts are prepared based upon current day traffic count data and a travel demand model. Current traffic count data is grown based upon growth rates projected from the travel demand model. The travel demand model also provides travel patterns of traffic; as such the travel demand model should not be used to identify specific traffic volumes, which may not match exactly to traffic count data.
- Traffic forecasts are developed using current traffic data, historic traffic growth data, local input, development improvements, and economic projections. Given the wide variety of data sources, the final step of developing a traffic forecast is to review the outcome to determine if the trends make sense and to identify areas where outliers exist before finalizing. These efforts will be noted within the traffic forecast documentation.
- It was questioned if travel demand models use current or future land use.
  - The response stated the model uses both existing and future land use plans. Future land use descriptions are largely gathered from local planners, which NCDOT has no role in developing.
- It was questioned how NCDOT looks at long haul truck traffic.
  - The response stated that NCDOT has developed a statewide freight model to better understand freight patterns.
- It was questioned if there would be an opportunity for NCDOT to walk the locals through the review process which will be performed to determine if the traffic forecast trends make sense and identifying areas where outliers exist.
  - The stated response was that the traffic forecast includes a detailed report that discusses the issues identified, refinements required, and based upon what data. On June 23, 2016, NCDOT will be presenting to the French Broad River MPO Board on the I-2513 Traffic Forecast if it is finalized by then.
- It was questioned what average growth rate was used in preparing the traffic forecast.
  - The stated response was this information was not brought for today's meeting; however, this information will be noted within the traffic forecast documentation. Growth rates are applied to each forecast volume location. Universal growth rates are not applied in traffic forecasts.

To further expand upon traffic operations analysis and methodologies, Jim Dunlop provided a high-level review with the major discussion points summarized below:

- Traffic operations analysis is prepared using traffic data, the traffic forecast, existing and proposed transportation facility characteristics, and guidance and equations included within the Highway Capacity Manual (HCM), which is prepared by the Transportation Research Board.
- Analysis software analysis has been developed based upon guidance and equations included within the HCM, which allows for ease in evaluating multiple factors and scenarios.
- Level of Service (LOS), which is often used to grade how traffic conditions are operating, was discussed noting for example that arterial roadways with intersections are evaluated very differently than freeways.

- The HCM provides general guidance for identifying key factors used in preparing the analysis; however, current traffic data and specific project characteristics should be used when available.
- The different types of roadways (e.g. local streets, arterials, and freeways), intersection treatments (e.g. standard intersections, superstreets, roundabouts), and analysis methodologies (e.g. Synchro, SIDRA, VISSIM, and TransModeler) were discussed.
- It was questioned when discussion could be held regarding the factors chosen for use in preparing the traffic operations analysis.
  - The stated response was that discussion on the key factors should be held prior to initiating the traffic operations analysis in order to avoid re-do and schedule delays. However, it was noted NCDOT will be preparing a traditional HCM analysis, which will be followed by a microsimulation analysis. The microsimulation analysis will evaluate the interaction of traffic across the project study area roadway network modeled. The future year build configuration will be based upon a base year calibrated model. The base year model is created to reflect, as closely as possible, existing driving characteristics of motorists within Asheville on existing freeway and interstate roadways. As such, Jim Dunlop provided Bruce Emory with a thumb drive containing traffic count data (which is used to assist in determining the peak hour factors) and the Microsimulation Base Model Calibration Report. Given the microsimulation will be calibrated based on existing local driver characteristics, Mr. Emory was fine with not having a meeting at this time to discuss factors chosen for use in preparing the traffic operations analysis.
- It was questioned if the microsimulation could be presented at the June 23<sup>rd</sup> meeting with the FBRMPO.
  - The stated response was that the microsimulation as well as the traffic forecast might be too much information to review during one meeting. However, NCDOT suggested at a minimum the microsimulation calibration could be presented, followed by a review of next steps for the traffic operations analysis and microsimulation.

Discussion points from Joe Geigle's review of FHWA's issued memo regarding LOS are summarized below:

- FHWA's guidance on LOS is taken from the American Association of State Highway and Transportation Officials *A Policy on Geometric Design of Highways and Streets*, which states that freeways should generally be designed for LOS C; however, in metropolitan areas LOS C may not be practicable and the use of LOS D may be appropriate. The memo provided flexibility in areas where LOS D is not attainable. In circumstances where reaching LOS D is reasonable and attainable, FHWA will strive to achieve LOS D. For example, a section of I-77 was identified as requiring 14 lanes to achieve LOS D, which was considered unreasonable and thus LOS D that was non-attainable.
- Julie Mayfield suggested there may be differing opinions as to what level of design is considered "reasonable and attainable" and stated eight lanes is not desirable as it does not "fit" with the character of Asheville. She stated there is a difference in feeling between six and eight lanes and requested there be a conversation at a later date about the trade-offs for using LOS E as opposed to LOS D for the I-2513 project.
  - It was noted, as was documented within the 2015 DEIS, the differences in Section A of building a six-lane cross section versus and an eight-lane section as included within the designs presented within the 2015 DEIS is roughly 3 acres of additional impact. Based upon review of the impacts associated with the additional roughly 3 acres, designing the proposed project would be considered reasonable and attainable.

## MEETING SUMMARY

July 5, 2016

Page 6 of 6

- It was suggested, while the traffic forecast is being finalized, that the City of Asheville work to compile a list of what trade-offs the City would propose; however, it was questioned why compromising the LOS would be considered when the overall footprint of a six-lane facility versus an eight-lane facility would be very similar.
- It was noted that general trade-offs could be identified by the City now; however, specific discussion would be better suited after the traffic operations analysis and microsimulation are completed as this will show the refined designs based upon the updated traffic forecast.

It was agreed by meeting attendees that the next working group meeting will include topics related to bicycle and pedestrian accommodations, transit, and general aesthetics.

- Attendees will be prepared to review City of Asheville standards, specific roadway corridors (existing and planned accommodations) in order to identify specifics such as sidewalk locations, sidewalk widths and offsets, as well as other betterment requests.

### Action Items

- NCDOT will send working group participants the updated traffic forecast when finalized.
- The City of Asheville will identify new members to serve on the Aesthetics Advisory Committee, with the specific role of the committee to be developed by the City of Asheville.
- Buncombe County will be invited to participate on all future working group meetings.
- NCDOT will present the updated traffic forecast to the FBRMPO on June 23, 2016.
- The City of Asheville will provide clarification of their questions/comments provided on the 2015 DEIS and will also provide their list of requested improvements/betterments which will be discussed at Working Group Meeting #3.

## DRAFT MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: July 12, 2016

RE: **I-2513 Post LEDPA Scoping Meeting**  
**NCDOT STIP Project I-2513 (I-26 Connector)**

---

### Meeting Attendees:

Mitch Batuzich – FHWA  
Felix Davila – FHWA  
Michael Dawson – FHWA  
Herman Huang – NCDOT, Community Studies  
James Dunlop – NCDOT, Congestion Mgmt  
Elise Groundwater – NCDOT, Congestion Mgmt  
Cole Hood – NCDOT, Division 13\*  
Ricky Tipton – NCDOT, Division 13\*  
Terry Fox – NCDOT, Geoenvironmental  
Damon Jones – NCDOT, HES  
Stephen Morgan – NCDOT, Hydraulics  
Kirby Pendergraft – NCDOT, Hydraulics  
Carla Dagnino – NCDOT, NES  
Mary Pope Furr – NCDOT, NES

Jeff Hemphill – NCDOT, NES  
Michael Wray – NCDOT, PDEA  
Steve Kendall – NCDOT, Roadway  
Kevin Moore – NCDOT, Roadway  
Kelvin Jordan – NCDOT, Signing & Delineation  
Matthew Tracey – NCDOT, Signing & Delineation  
Marc Cheek – NCDOT, Structures  
Brian Wert – NCDOT, TPB\*  
Andrew Bell – AECOM  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

\*Joined meeting via telephone

The project team met with several units from NCDOT at 1:00 PM on June 29, 2016 in the Structures Design conference room in the Century Center Building. The purpose of the meeting was to discuss upcoming tasks for the I-26 Connector project now that a Least Environmentally Damaging Practicable Alternative (LEDPA) was chosen and the project team plans to complete the Final Environmental Impact Statement (FEIS).

Michael Wray began the meeting with introductions. Chris Werner then discussed the status of the project, described the LEDPA that was selected at the May 18, 2016 Concurrence Point 3 Merger Meeting, and the purpose of the meeting.

The following represents discussion held with the NCDOT units in attendance:

## MEETING SUMMARY

July 12, 2016

Page 2 of 5

### Roadway Design Unit

- Roadway has requested final surveys for all sections of the project. Section C should be available soon, Sections A and B will be available later this year.
- Subsurface Utility Engineering (SUE) has been completed for all sections of the project.
- Preliminary pavement designs have been requested using the latest traffic forecast.
- Roadway will need to know the typical section proposed for Section A; six or eight lanes of traffic.
- The Design Public Hearing will be held prior to the FEIS.
- There has been some correspondence with property owners inquiring about impacts to properties and design status.
  - Chris discussed the correspondence AECOM and NCDOT have had with the property owners of 307 Smokey Park Highway; currently occupied by Hardee's. The owner has concerns regarding the impacts to the property which may require the property's current use to be non-functioning. Chris has discussed with them the status of the project and it will not be until the Highway Capacity Analysis is complete and designs are underway that we will be able to determine if impacts to the property can be avoided.
  - Chris began discussing other items AECOM and NCDOT have been looking into or have been asked to investigate. These items include:
    - Impacts to the Montgomery Road community,
    - Investigating the super elevation on Haywood Road,
    - Request from the City of Asheville to keep the greenway against the proposed right-of-way,
    - Request from the City to extend the greenway further into town (it was noted this would be discussed further with the City during the Working Group #3 meeting in Asheville),
    - Request from the City to investigate "daylighting" existing culverts deemed unnecessary due to pavement changes,
    - Various specific design related comments acquired after the Public Hearing in November,
    - Request from the City to revise the Amboy Road typical section to reflect the changes that have been incorporated in the City's most recent update of the Metropolitan Transportation Plan (MTP),
    - Request from the City for NCDOT to follow Complete Streets concepts in designs and allow for local input into the designs, and
    - Request from the City to return the Jeff Bowen Bridges to a boulevard.

### Hydraulics Unit

- The Hydraulics Unit noted that now that the LEDPA has been selected, the grades and lengths of the bridges in Alternative F-1 will need to be checked to determine if any changes to the hydraulic structures are necessary.
- The project team must identify any avoidance and minimization measures taken thus far as well as document what avoidance and minimization measures are applied to the LEDPA for discussion during CP 4A.
- In areas where NCDOT is putting fill in floodplains, it was noted that the project team must be aware of the cumulative and indirect effects that may result from this activity and if the amount of fill has changed.

## MEETING SUMMARY

July 12, 2016

Page 3 of 5

- It was asked if there were any major culverts and/or structures being used for greenways, and it was noted that hydraulic structures in the new location portion of the greenway have only minor crossings.

### Division of Bicycle and Pedestrian Transportation

Representatives from this unit were unable to attend the meeting; therefore comments from this unit were received separately, prior to the meeting.

### Human Environment Unit

#### *Community Studies Group*

- Community Studies noted if the alternatives selected as the LEDPA are discussed in the CIA, an update to the CIA may not be necessary.
  - Chris explained the CIA was last updated in 2015. Additional actions items may include meeting with the neighborhoods in the area.
- Regarding Environmental Justice communities, Houston/Courtland will have a moderate impact.
- It was debated whether or not the project team needed to provide an update to the Emma Road community, Ricky Tipton does not think this is necessary because they are no longer being impacted as shown in other alternatives.

#### *Cultural Resources*

- A report was submitted to the State Historic Preservation Office (HPO) last week regarding eligibility of the Burton Street community. The church within this community was reevaluated.
- Mary Pope Furr noted she should be involved in discussions with the City regarding bicycle and pedestrian accommodations, as they may affect historic properties. She can also assist in small group meetings where necessary to discuss the Memorandum of Agreement (MOA) process.
- Archaeology will proceed with further investigations of sites after acquisition of properties.

### Natural Environment Unit

- Requests for biological surveys for the Northern long-eared bat (NLEB) have been submitted. These surveys will likely take place in October 2016. Once surveys are complete, the NES Biological Surveys Unit will coordinate their results with the project team and determine next steps for coordination with the United States Fish and Wildlife Service. It is anticipated a formal Section 7 consultation will not be needed.
- Jurisdictional features within the study area will need to be re-verified by the US Army Corps of Engineers (USACE). The existing jurisdictional determination (JD) will expire Fall 2016. Jeff Hemphill requested AECOM to submit a map showing the expanded study area boundary that occurred after the original JD and the LEDPA corridor.
- Jeff Hemphill will coordinate with Lori Beckwith (USACE representative) regarding how she would prefer to proceed with the preliminary JD because the project is phased for construction.
- AECOM will send Jeff email correspondence with Lori Beckwith regarding the project. *Update: AECOM forwarded the email correspondence to Jeff on 7/6/2016.*

### Congestion Management Unit

- The Traffic Forecast has been prepared; work on the Highway Capacity Analysis will now begin.
- A roundabout configuration for the Haywood Road interchange was proposed as an effort to reduce impacts.
- Chris Werner discussed the various iterations that will occur between Roadway and Traffic to reach the preliminary designs.



## MEETING SUMMARY

July 12, 2016

Page 4 of 5

- Structures noted that due to the number of bridges on the project they may have concerns regarding grades, reverse curves, and deicing mechanisms. Bridges over water bodies may not be able to accommodate chemical deicing techniques.
- AECOM will develop a list of items that need to be thoroughly examined. This will include investigating braided ramps, collector/distributor roads, the Haywood interchange, deicing mechanisms, etc.

### Project Development and Environmental Analysis Unit

- Michael Wray noted Jeff Lackey would like to meet with the project team prior to the Working Group No. 3 meeting in Asheville, scheduled for 8/9/2016. *Update: The project team has scheduled a meeting with Jeff on 7/26/2016.*
- Mitch Batuzich noted the Record of Decision will need to include the Notice of Limitations stating claims against the project cannot begin until 150 days from publication in the federal register.
- Jim Dunlop stated concerns regarding the current order of construction phasing (Sections B, C, then A). Chris Werner stated this will need to be revisited.
- Regarding funding, Ricky Tipton stated the corridor cap may be an issue for the project. The project will likely not be funded before the 2020's.

### Structures Unit

- Structures should be reengaged prior to finalizing the preliminary designs. Tom Koch will be present at the Working Group No. 3 meeting.
- The Working Group members requested additional visualizations to show the aesthetic options for the new bridges over the French Broad River. Mary Pope Furr discussed the Creative Corridors initiative in Winston Salem, NC. AECOM will discuss with Drew Joyner options for visualizations and the Creative Corridors completed in Winston Salem.
- Chris Werner proposed options for the Jeff Bowen Bridges be discussed since the LEDPA will turn Patton Avenue back into a boulevard. Ricky Tipton stated the need for cantilever may be eliminated.

### Geoenvironmental Unit

- The original investigation found 19 hazardous sites within the study area.
- The interchange on the east side of the French Broad River was not included in the original study area. An Addendum can be issued to include this area.
- AECOM will send the Geoenvironmental Unit a copy of the LEDPA designs.
- The Roadway Unit will coordinate with the Geoenvironmental Unit to determine if there are any sites that may have an effect on designs. It was noted Amboy Road has a major cut that could be of concern.

### Signing and Delineation Unit

- This unit will revisit past efforts prior to finalization of preliminary designs. (OR AFTER FINALIZATION?) Concerns include utilities and right-of-way.
- This unit will need to be reengaged with the Structures Unit and will need to coordinate with the Bike and Pedestrian Unit.

### Division 13

- Rick Tipton stated lighting and Intelligent Transportation Systems (ITS) needs to be considered after finalization of preliminary designs.

MEETING SUMMARY

July 12, 2016

Page 5 of 5

## MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: August 24, 2016

RE: I-2513 Working Group Meeting #3  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

David Brown – NCDOT Board Member  
Jay Swain – NCDOT Division 13  
Rick Tipton – NCDOT Division 13  
Kristina Solberg – NCDOT Division 13  
Cole Hood – NCDOT Division 13  
Michael Dawson – FHWA  
Alan McGuinn – Asheville Design Center  
DeWayne Barton – Burton Street Community  
Bruce Emory – City of Asheville  
Julie Mayfield – City of Asheville  
Ken Putnam – City of Asheville  
Gwen Wisler – City of Asheville

Lyuba Zuyeva – FBRMPO  
Ed Johnson – NCDOT Bike & Ped  
Nick Scheuer – NCDOT Bike & Ped  
Mary Pope Furr – NCDOT HES  
Derrick Weaver – NCDOT PDEA  
Michael Wray – NCDOT PDEA  
Jeff Lackey – NCDOT REU  
Kevin Fischer – NCDOT SMU  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team met with the I-2513 Working Group at 9:00 AM on August 9, 2016 at the North Carolina Department of Transportation (NCDOT) Division 13 Buncombe County Maintenance Office. The purpose of the meeting was to discuss action items from the previous Working Group meeting held on June 3, 2016, review NCDOT aesthetics policies and procedures, structure types and aesthetic treatments, multimodal policies and procedures, and discuss the remaining City of Asheville comments on the 2015 DEIS regarding bicycle, pedestrian, and transit.

Derrick Weaver began the meeting with introductions, followed by a brief update on the status update of the Traffic Capacity Analysis, which will assist in the design refinement process. It was questioned when would be the most appropriate time to have someone from NCDOT present the traffic microsimulations results for the base year no-build and future year build scenarios to the FBRMPO. It was noted this meeting would be most beneficial if held once NCDOT is closer to completing the simulation models.

Discussion points from the action items from Working Group meeting #2 are summarized below:

- Ken Putnam stated the City has not yet identified additional participants for the Aesthetics Advisory Committee (AAC), but have received several interested participants. It was also noted that different members may be needed to participate on subcommittees to assist in the various elements which the AAC will provide input. It was requested NCDOT to provide the Working

## MEETING SUMMARY

August 24, 2016

Page 2 of 6

Group with a description of the AAC roles and responsibilities and any project examples which also include AAC input. It was noted by NCDOT, the AAC roles and responsibilities will need to be defined by the Working Group, as the AAC is a spin-off of this group; however, NCDOT will identify similar projects and the roles which the AAC fulfilled.

- Ken Putnam stated the City will work on finalizing the list of requested betterments/improvements and have this available for the next working group meeting, scheduled for September 20, 2016. The City did however request clarification regarding the proposed multi-use path along the Jeff Bowen Bridges, as there is desire by the City to extend the greenway to Clingman Avenue. NCDOT noted given Alternative 4B removes the I-240 traffic from the Captain Jeff Bowen Bridges (which is expected to result with excess capacity) the number of lanes on the bridges can be reduced and converted to the multi-use path for the greenway. As a result, utilizing a cantilever bridge to accommodate the greenway on the Captain Jeff Bowen Bridges would no longer be necessary.
- Julie Mayfield reached out to Brownie Newman to join the Working Group as a possible representative of Buncombe County. It was noted Mr. Newman would not be able to participate, however, will coordinate with the City to identify a staff member to represent Buncombe County. Ken Putnam added that Buncombe County has added one million dollars to assist in funding betterments for the project. County funds combined with the City's, increases the total amount to three million dollars.

Discussion points from Jeff Lackey's review of aesthetics policies and procedures are summarized below:

- Jeff began with an overview of the Environmental Roadside Unit within NCDOT. Their responsibilities include:
  - Erosion control,
  - Historic mitigation,
  - Landscaping,
  - Site development, etc.
- Several examples of existing site work completed in North Carolina were displayed. The Gateway Project for Salisbury included public art sculptures by local artists displayed within the right-of-way. The Smith Creek Parkway project improvements along 3<sup>rd</sup> Street in Wilmington also featured local sculptures.
- There are three levels of design for roadway project aesthetics and landscaping: standard, enhanced, and landmark. NCDOT will fund and design to a standard level of design. Municipalities can add capital to the project to increase the level of design to enhanced or landmark. In order to increase the level of design, a municipal agreement must be in place stating the municipality will maintain the area at a high level.
- A new NCDOT Aesthetics Guidance Manual has been finalized; this does not include any new policies regarding aesthetics, only guidance. Working Group members can access the manual by clicking on the following link:  
<https://drive.google.com/folderview?id=0ByuTE6v0hrynRHd1X01jQUVveFk&usp=sharing>
- It was suggested municipalities should be involved early in the project planning process, so they can begin acquiring capital funds for the project and maintenance as soon as possible. It was also suggested maintenance of such features, to a high level, should be included in municipality budgets every year.
- It was noted the landscaping along I-240 is maintained by NCDOT and was included in an enhancement project several years ago.

## MEETING SUMMARY

August 24, 2016

Page 3 of 6

Discussion points from Kevin Fischer's review of structure types and aesthetic options are summarized below:

- Most bridge structures are concrete as opposed to steel, given concrete bridges are easier to maintain.
- "Signature bridges" are typically large structures which require longer spans due to sensitive areas they are crossing.
- The Biltmore Avenue Bridge is an example of a bridge structure that was changed for aesthetic reasons. Mary Pope Furr explained for this bridge they made a cast of the old structure and applied it to the new.
- The Wade Avenue and Peace Street bridges in Raleigh are other examples where additional aesthetic features were incorporated. For these bridges the City of Raleigh provided approximately two million dollars for enhancements given they serve as a major gateway into downtown Raleigh.
  - To add similar levels of enhancements to the proposed bridges over the French Broad River it was approximated to have a cost of 50 percent more than the cost of the bridge.
- It was suggested that the City utilize the money they have allocated for enhancements towards improving the Captain Jeff Bowen Bridges instead of the new I-26 and I-240 flyover bridges.
  - The Captain Jeff Bowen Bridges, enhanced could serve as a gateway with downtown Asheville.
  - Alan McGuinn suggested the new I-26 and I-240 flyover bridges be designed as sleek as possible, with consideration being given to utilizing one column as opposed to the standard two columns at each bent.
  - It was noted, on recent Winston-Salem projects, the City wanted arch bridges throughout; however, this type of bridge was much more expensive. As a result of coordination, NCDOT designed standard bridges and applied structural facades to provide a similar look.
- Alan McGuinn inquired about the use of the Construction Management – General Contractor (CMGC) contracting mechanism and if it is currently being used on NCDOT projects, given it could allow for more opportunities for innovation and increased coordination/public input with the contractor during the design phase.
  - NCDOT will investigate their use of CMGC contracting mechanism and report back to the Working Group.
  - Alternatively, it was suggest design charrettes could be utilized to facilitate receiving early input during the final design and construction of the proposed bridges. As such, more detailed design work and input on the project aesthetics may need to be started sooner, since the project has multiple sensitive areas. Timing for charrettes was approximated to initiate 2-3 years prior to construction.
  - It was also suggested that a Value Engineering Study could be performed as the project progresses, which will allow an independent team to review the issues, the proposed solutions and to determine if there is a more feasible, cost effective approach that could serve the desired purpose similarly.
- A discussion was held regarding the various view sheds that surround the proposed bridges in Section B. NCDOT explained that the project team is currently working to provide updated visualizations from locations throughout Section B of the project, which are anticipated to be completed by the next Working Group Meeting on September 20, 2016. These visualizations will also be available for the Montford Neighborhood Association meeting that evening, as visual impacts are a major concern to that community.

## MEETING SUMMARY

August 24, 2016

Page 4 of 6

- Julie Mayfield stated anxiety over the project has risen since the LEDPA was selected as now the community sees the project is actually moving forward. It was questioned when budgets would be completed for the proposed bridges. Derrick Weaver responded the estimated costs have been completed and the project team will send them to her via email; however he noted that these costs are based on designs presented in the 2015 DEIS and may change. *Update: Estimated costs of Alternative 4-B's bridge costs only have been prepared and are appended to this meeting summary.*

Discussion points from Ed Johnson's review of multimodal policies and procedures are summarized below:

- It was noted cost-sharing with the City will be a large component in cost estimating. For example, the cost-share for widening a sidewalk more than the NCDOT standard five feet would apply to the additional concrete, not necessarily for additional structures, unless the structure needed to be widened for the additional sidewalk footage.
- Julie Mayfield suggested pulling together a team (subset of the Working Group) specifically for bicycle and pedestrian discussions. This team would start by reviewing the designs at all locations where there are bicycle and pedestrian interaction.
  - Derrick Weaver suggested the City pull together a list of betterment requests from reviewing their plans and the current designs, after which the City can work with the project team and the NCDOT Bicycle and Pedestrian Division. This collaboration will assist in identifying what components the City would like versus what NCDOT can do and what would be considered a betterment that the City would ultimately be responsible for.
  - Ken Putman noted creating a list, or "menu", of betterment requests (including cost estimates) will give the City an opportunity to prioritize and save for future improvements for the I-2513 project. It will also be useful in communicating with the Buncombe County Commissioners as well as the Asheville City Council.
- It was noted the Working Group has had discussions regarding the proposed sidewalk along the Hillcrest community accessing Patton Avenue, and suggested placing a shorter path at the lower right corner of the neighborhood connecting Patton Avenue as opposed to a longer sidewalk. NCDOT expressed concern regarding this suggestion as a sidewalk may be warranted at that location in the future and if it was not constructed during this project it would be fully paid for by the City. Additionally, the proposed sidewalk would be utilized by other neighborhoods such as Houston/Courtland. It was agreed this level of discussion could be revisited during the meetings which will review the designs at all locations where there are bicycle and pedestrian interaction.
- A discussion was held regarding the existing caged walkway on the Captain Jeff Bowen Bridges and the potential for removal. It was noted this can be looked at, but may be beyond the scope of this project.
- Julie Mayfield questioned how NCDOT intended to accommodate the City of Asheville's planned east-west greenway along the south side of Patton Avenue from west Asheville to downtown Asheville.
  - As shown in the current designs, sidewalk is being provided along the north side of Patton Avenue. Currently no portions of this greenway have been constructed and there are no sidewalks on the south side of Patton Avenue. If the City would prefer a bridge over I-26, this would be considered a betterment which the City would be responsible for. Consideration can be given into investigation potential for an extra wide sidewalk to be provided along the south side of Patton Avenue. It was agreed this level of discussion

## MEETING SUMMARY

August 24, 2016

Page 5 of 6

could be revisited during the meetings which will review the designs at all locations where there are bicycle and pedestrian interaction.

- Ken Putman noted the City's 2015 DEIS comment regarding concern of transit route impacts is no longer a major concern as they can be rerouted.

Miscellaneous discussion points are summarized below:

- It was questioned if there was any flexibility in the upcoming bond. The response provided suggested maybe not for this year, but there might be potential in the next one which will be in two years.
- NCDOT clarified for the Working Group that if design elements are removed from the project, the funds that are no longer being used cannot be applied elsewhere; the overall cost of the project will just be adjusted.
- It was clarified to the Working Group that NCDOT will not provide a description of betterment requests in the FEIS because a municipal agreement with the City will have not yet been drafted. Mary Pope Furr noted some historic commitments will be included in the Record of Decision document.
- DeWayne Barton inquired as to how equity is taken into consideration of impacts to neighborhoods and how these impacts can be corrected or mitigated.
  - Derrick Weaver explained the project team is in the process of coordinating with the impacted neighborhoods and communities in order to review the project impacts, discuss potential avoidance/minimization/mitigation measures, and communicate next steps in the project so the communities can stay involved in the further development of the project. These meetings will be critical with assisting NCDOT in identifying ideas of how project impacts to their communities may be addressed.

Due to time constraints, the discussion regarding the remaining City of Asheville comments on the 2015 DEIS related to bicycle, pedestrian, and transit will be discussed at the next Working Group Meeting on September 20, 2016. This will allow the City to prepare a list of requested betterments. The City will also work to identify any city or county plans that were not included in the 2015 DEIS.

It was agreed by meeting attendees that the next working group meeting will be held on September 20, 2016 to discuss CMGC, review the project visualizations, discuss the AAC's expected roles and responsibilities, and review the visualizations created by the project team. A smaller meeting will be held immediately following the Working Group meeting to discuss the City's list of requested betterments.

### Action Items

- The City will follow up with Brownie Newman to identify a representative of Buncombe County to join the Working Group.
- NCDOT will notify the Working Group of which traffic forecast scenario request will be utilized for the traffic operations analysis update: 6 lanes scenario or 8 lanes scenario.
- NCDOT will coordinate with Jim Dunlop regarding presenting the traffic microsimulations results for the base year no-build and future year build scenarios to the FBRMPO once available.
- NCDOT will provide to the Working Group several sample projects which also include AAC input, and the roles/responsibilities the AAC served on those projects.
- NCDOT will investigate their use of CMGC contracting mechanism and report back to the Working Group.

MEETING SUMMARY

August 24, 2016

Page 6 of 6

- NCDOT will determine the appropriate timing for a Value Engineering Study to be performed on the project.
- NCDOT will prepare visualizations from various locations throughout Section B, which are anticipated to be available for the next Working Group meeting, which is scheduled on September 20, 2016.
- NCDOT will provide the Working Group estimated costs for the proposed bridges in Section B.
- The Working Group will create a list of betterments for the project to be discussed at the next Working Group meeting, September 20, 2016.
- The Working Group will identify any city or county plans that were not included in the 2015 DEIS.



Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
			New Bridges				
		SP	New Str., Patton Ave over Y7RPB Y7F (Sta. 27+22+/-, 233' x 101.5')	23,650	SF	\$ 100.00	\$ 2,365,000.00
		SP	New Str., Patton Ave over I26 Y7F (Sta. 32+70+/-, 214' x 126'(avg. width) Y7WB ( 34+84+/-, 96' x 129')	39,348	SF	\$ 100.00	\$ 3,934,800.00
		SP	New Str., I26NB over Smith Mill Creek & French Broad River I26 (Sta. 51+00+/-, 600' x 60', 162'x60'(avg. width), 344' x 48', 719'x72', 300'x66'(avg. width), 1900' x 60', 290'x60'(avg. width)) RPD(Sta. 10+00+/-, 161' x 34, 300' x 39'(avg. width)) 23NB(Sta.30+24+/-, 300, x 39'(avg.width))	292,147	SF	\$ 120.00	\$ 35,057,640.00
		SP	New Str., RPD over Smith Mill Creek RPD (Sta. 14+98+/-, 287'x34')	9,758	SF	\$ 100.00	\$ 975,800.00
		SP	New Str., 23NB 23NB (Sta. 24+65+/-, 559'x42')	23,478	SF	\$ 100.00	\$ 2,347,800.00
		SP	New Str., I26SB over Smith Mill Creek and French Broad River I26 (Sta. 51+00+/-, 500'x84', 313'x48', 418'x66'(avg. width), 3569'x60') 240WB (Sta.10+00+/-, 745'x 36')	325,572	SF	\$ 120.00	\$ 39,068,640.00
		SP	New Str., 240WB over Smith Mill Creek & French Broad River 240WB (Sta. 17+45+/-, 1855'x42', 300'x48'(avg. width), 724'x54')	131,406	SF	\$ 120.00	\$ 15,768,720.00
		SP	New Str., 240EB over Smith Mill Creek and French Broad River 240EB (Sta. 20+90+/-, 1349'x42', 328,x45'(avg. width), 233'x30', 300'x54', 300x48', RPD SL (Sta. 10+00+/-, 230'x26'(avg. width), 320'x 28')	156,888	SF	\$ 120.00	\$ 18,826,560.00
		SP	New Str., RPD_SL over Smith Mill Creek RPD SL (Sta. 15+50+/-, 700'x34', 300'x37'(avg. width))	34,900	SF	\$ 100.00	\$ 3,490,000.00
		SP	New Str., 23SB over Y32A 23SB (Sta. 202+42+/-, 163' x 40')	6,520	SF	\$ 100.00	\$ 652,000.00
		SP	New Str., Y23E over 240EB & 240WB Y23E (Sta. 20+60+/-, 239' x 28')	6,692	SF	\$ 100.00	\$ 669,200.00
		SP	New Str., Y31 over 240EB & 240WB Y31 (Sta. 12+57+/-, 205' x 39')	7,995	SF	\$ 100.00	\$ 799,500.00
		SP	New Str., 240WB over Y32A 240WB (Sta. 50+61+/-, 189' x 66')	12,474	SF	\$ 110.00	\$ 1,372,140.00
		SP	New Str., I26 over Y2 (Broadway Street) I26 (Sta. 141+62+/-, 271' x 134')	36,314	SF	\$ 110.00	\$ 3,994,540.00
		SP	New Str., LPB over RPB LPB (Sta. 21+54+/-, 117'x 46', 102'x 52'(avg. width), 182'x 58')	21,242	SF	\$ 100.00	\$ 2,124,200.00
			Existing Structure Removal				
		SP	-Y7F- Sta. 27+22+/-	23,508	SF	\$ 12.00	\$ 282,096.00
		SP	-Y7F- Sta. 24+64+/-	7,920	SF	\$ 12.00	\$ 95,040.00
		SP	-240WB- Sta. 50+50+/-	14,428	SF	\$ 15.00	\$ 216,420.00
		SP	-240WB- Sta. 58+60+/-	6,759	SF	\$ 15.00	\$ 101,385.00
		SP	-240WB- Sta. 71+90+/-	4,559	SF	\$ 15.00	\$ 68,385.00
		SP	-240EB- Sta. 74+60+/-	7,048	SF	\$ 15.00	\$ 105,720.00
		SP	-240EB- Sta. 75+65+/-	4,971	SF	\$ 15.00	\$ 74,565.00
		SP	-240WB- Sta. 75+90+/-	10,037	SF	\$ 15.00	\$ 150,555.00
		SP	I26 @ Sta 141+60, Dual Bridges over Broadway St	24,456	SF	\$ 15.00	\$ 366,840.00
			Bridge Deicing				
			Ice Detection System (5 locations)	5	EA	\$ 150,000.00	\$ 750,000.00

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount
		SP	Str. over Floodway & Viaduct over U19-23 I-26NB 1,106' (x2) 3 Lanes I-26NB 719' (x2) 4 Lanes I-26NB 300' (x2) Var (4 to 3) I-26NB 2,190' (x2) 3 Lanes RPD 785' (x1) 1 Lane 23NB 860' (x1) 2 Lanes	10,275	LF	\$ 585.00	\$ 6,010,875.00
		SP	Str. over Floodway & Viaduct over U19-23 I-26SB 500' (x2) 5 Lanes I-26SB 4,300' (x2) 3 Lanes 240WB 745' (x1) 2 Lanes	10,345	LF	\$ 585.00	\$ 6,051,825.00
		SP	Str. over Floodway & Viaduct over U19-23 WB240 1,855' (x1) 2 Lanes WB240 300' (x1) Var (2 to 3) WB240 724' (x2) 3 Lanes	3,603	LF	\$ 585.00	\$ 2,107,755.00
		SP	Str. over Floodway & Viaduct over U19-23 EB240 1,910' (x1) 2 Lanes EB240 300' (x2) 3 Lanes EB240 300' (x1) Var. (3 to2) EB240 1,140' (x1) 2 Lanes RPD_SL 1,550' (x1) 1 Lane	5,500	LF	\$ 585.00	\$ 3,217,500.00
		SP	Str. over Floodway & Viaduct over U19-23 LPB 118' (x2) 3 Lanes LPB 100' (x2) Var. (3 to 4) LPB 182' (x2) 4 Lanes	800	LF	\$ 585.00	\$ 468,000.00
		SP	Road Deicing 1000' (x2) 3 Lanes	2,000	LF	\$ 585.00	\$ 1,170,000.00
			<b>Temp. Structures for Traffic Control</b>				
		SP	Patton Detour	15,048	SF	\$ 120.00	\$ 1,805,760.00
		SP	WB240Temp	8,400	SF	\$ 120.00	\$ 1,008,000.00
			Misc. & Mob (10% Structures)	1	LS	\$ 15,549,726.10	\$ 15,549,726.10
<b>Estimated Structures Cost .....</b>							<b>\$ 171,046,987.10</b>
<b>E. &amp; C. 15% .....</b>							<b>\$ 25,657,048.07</b>
<b>Construction Cost .....</b>							<b>\$ 196,704,035.17</b>

## MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: October 24, 2016

RE: I-2513 Working Group Meeting #4  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

David Brown – NCDOT Board Member  
Jay Swain – NCDOT Division 13  
Rick Tipton – NCDOT Division 13  
Kristina Solberg – NCDOT Division 13  
Cole Hood – NCDOT Division 13  
Michael Dawson – FHWA  
Alan McGuinn – Asheville Design Center  
DeWayne Barton – Burton Street Community\*  
Jon Creighton – Buncombe County  
Bruce Emory – City of Asheville  
Julie Mayfield – City of Asheville  
Todd Okolichany – City of Asheville  
Ken Putnam – City of Asheville

Gwen Wisler – City of Asheville  
Lyuba Zuyeva – FBRMPO  
Alice Oglesby – Moon io Media, Inc.  
Suzanne Devane – Montford Neighborhood\*  
Nick Scheuer – NCDOT Bike & Ped  
Mary Pope Furr – NCDOT HES\*  
Derrick Weaver – NCDOT PDEA  
Michael Wray – NCDOT PDEA  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

\*Denotes participation in Part 1 of the meeting only.

The project team met with the I-2513 Working Group at 1:00 PM on September 20, 2016 at the North Carolina Department of Transportation (NCDOT) Division 13 Buncombe County Maintenance Office. The meeting was divided into two parts. The purpose of Part 1 of the meeting was to discuss action items from the previous Working Group meeting held on August 9, 2016, review elevations and visualizations prepared by NCDOT, and discuss the Construction Management – General Contractor (CMGC) contracting mechanism. The purpose of Part 2 of the meeting was to discuss the City of Asheville's requested bicycle and pedestrian accommodations throughout the project study area.

Derrick Weaver began the meeting with introductions, an overview of the agenda, and a review of action items from Working Group Meeting #3. Chris Werner followed with a brief status update of the Traffic Capacity Analysis, which will assist in the design refinement process, and the status of small group meetings. It was explained that the project team would most likely start design refinement process with Section C. It was noted that as the project team moves forward with refining the designs, this would also include investigating the need for collector/distributor lanes within this section. It was questioned when would be the most appropriate time to have someone from NCDOT present the calibrated base year no-build scenario traffic microsimulation to the FBRMPO. The City of Asheville and the FBRMPO suggested a potential date for the meeting could be November 17, 2016 as this is the date for the joint FBRMPO and

## MEETING SUMMARY

October 24, 2016

Page 2 of 5

TCC meeting. The project team will coordinate with Jim Dunlop to determine the timing for presentation. Regarding the Design Refinement Flowchart (attached) that was sent to the City of Asheville prior to the meeting, it was questioned what the assumption was for the number of lanes in Section B. NCDOT explained the Traffic Operations Analysis will determine the number of lanes needed in all sections of the project, which will also be coordinated with the adjacent TIP projects located to the north and south.

Discussion points from the Working Group meeting #3 action items are summarized below:

- Jon Creighton from Buncombe County will now participate in the Working Group meetings.
- The Working Group is working to identify any city or county plans that were not included in the 2015 DEIS.
- The Working Group has prepared a preliminary list of requested betterments for the project, which is an agenda item for today's meeting.
- NCDOT will prepare visualizations from various locations throughout Section B, which is an agenda item for today's meeting.
- As requested, NCDOT provided the construction cost estimates for the proposed bridges in Section B to the Working Group, which was attached to the meeting summary for Working Group #3.
- NCDOT will continue to coordinate and identify expected roles and responsibilities of the AAC.
- NCDOT will coordinate with Jim Dunlop regarding presenting the traffic microsimulations results for the base year no-build and future year build scenarios to the FBRMPO.

Discussion points from Part 1 of the meeting are summarized below:

- Chris Werner reviewed snapshots from the visualization video prepared for the 2015 Public Hearing and various existing and proposed elevations within the Section B study area (attached). It was questioned why some ramps appeared to be more elevated than others. It was noted that through review of the visualizations, the design team will revisit areas such as this to determine if the geometry shown is the minimum necessary.
- Chris Werner then began reviewing the 360-visualizations of the project from various points of view.
  - It was noted that some of the visualizations were still in draft format and will not be reviewed this evening at the Montford Neighborhood Association meeting given these locations are where the project is not visible due to obstructions by trees. These drafts represent initial efforts by NCDOT to show where the project would be located behind the trees, however proved to be inadequate. Therefore, imagery during leaf-off season will be captured this winter in order to better show visibility of the project.
  - The Work Group will assist in identifying additional key locations for which the point of view 360-visualizations will be prepared once designs have been refined. It was also suggested side by side image comparisons be provided using the 360-visualization and Google Earth street view images (proposed versus existing conditions).
  - It was suggested the 360-visualization tool could be very useful to incorporate potential aesthetic treatments.
  - It was suggested side by side images of the proposed 360-visualization and Google Earth street view images be provided for comparison.
  - It was questioned when the 360-visualizations would be updated. It was decided the 360-visualizations would be updated after designs are refined and would include both summer and winter foliage. This would be the time to also include potential aesthetic treatments.

## MEETING SUMMARY

October 24, 2016

Page 3 of 5

- Rick Tipton began discussions regarding the CMGC contracting mechanism. In previous discussions with the Working Group, it was noted this method for contracting had been used by NCDOT in the past. However it was determined that it has not; a similar but different contracting method was used. It was noted that NCDOT has discussed alternative delivery methods for contracting but the State is not looking to use the CMGC method at this time due to the additional risk it creates for the contractor. NCDOT is likely going to use the Design/Build contracting method for this project.
- It is anticipated future Working Group Meetings will be held either at the MPO office or another location to be determined. Additionally, the next Working Group Meeting is tentatively scheduled for October 17, 2016 at 1 PM.
- The Working Group discussed topics for future meetings which included:
  - Hillcrest area designs,
  - an update of the Traffic Operations Analysis and the microsimulation, and
  - discussion of local plans not included in the 2015 DEIS.

Discussion points from Part 2 of the meeting are summarized below:

The City of Asheville presented to the NCDOT a list of requested betterments throughout the project. It was noted the spreadsheet is still being reviewed and updated. The goal of this list of betterments is for NCDOT to assist in determining feasibility and associated cost estimates, which will then be presented to the City Council for budgeting and approval for inclusion in the project. It was noted the spreadsheet also includes items from the City of Asheville's comments on the 2015 DEIS. Specific discussion included:

- Sidewalks
  - The City noted the preferred sidewalk design would be a five-foot sidewalk with a five-foot utility strip behind the curb and gutter. NCDOT noted that this would need to be looked at from a case-by-case basis because not all roads include curb and gutter and some roads, such as Haywood Road, do not have much room to expand the roadway cross-section.
  - It was noted that in each case the goal is to not increase the overall footprint of the project.
- Bicycle Accommodations
  - The City will determine if a cycle track is feasible along Patton Avenue. It was estimated that a cycle track would need an additional one to two feet of width than a traditional bicycle lane.
  - The cost share for a bicycle lane versus a cycle track was unknown at this time. NCDOT will look into how to cost share cycle tracks and determine if the method is different from a typical bicycle lane.
  - It was questioned if the City looked at any upgrades to State Street for pedestrians and bicyclists. The City noted that it was not included because it was not anticipated the project would make any revisions to the road. It was noted that the proposed I-26 bridge would be widened; and therefore may impact lighting on State Street under the bridge. NCDOT noted that the project would likely not widen State Street for bicycle lanes; however, if the existing sidewalk were to be replaced, the NCDOT would put back a standard five-foot sidewalk; which is wider than the existing. Additionally, it was noted should the City have plans for providing bicycle accommodations along State Street, NCDOT would design the proposed bridge in order to not preclude the City's plans.

## MEETING SUMMARY

October 24, 2016

Page 4 of 5

- Signalized Intersections: The City noted the desire for all signalized intersections to include pedestrian phases where appropriate.
- Greenways:
  - It was requested to include bicycle and pedestrian access at Hanover Street and Haywood Avenue. Due to steep slopes in the Hazel Mill Road area, it was also requested the proposed greenway designs be revised by shifting the location from Hazel Mill Road to immediately adjacent the ramp in the southeast quadrant and then to run parallel eastbound along Patton Avenue.
  - It was requested to add a direct pedestrian connection from the southeast corner of Hillcrest to Patton Avenue.
  - It was noted the pedestrian bridge on Stewart Street has been closed for several decades and therefore is proposed to be removed as a part of the project.
  - It was requested that either a greenway or bicycle accommodations be incorporated along the south side of Patton Avenue.
- Transit:
  - It was noted the City's goal for new transit is to be as close to ADA compliance as possible.
  - Bus-on-shoulder was discussed along Patton Avenue; however the NCDOT noted this would likely not work due to the curb and gutter typical section proposed along the road. It was also noted that transit times should improve due to reduced congestion along Patton Avenue from the proposed project.
- It was explained the general process for betterments would be as follows:
  - The City work to complete their betterments request.
  - NCDOT will review the betterments spreadsheet to assist in determining feasibility and associated cost estimates.
  - The City will refine their betterment requests per NCDOT's qualitative evaluation.
  - The betterment requests and NCDOT's qualitative evaluation will be presented to the City Council for budgeting and approval for inclusion in the project.
  - It was noted that if the City can provide written commitments to provide funding for the requested bicycle and pedestrian improvements, NCDOT will be able to include the improvements on the Design Public Hearing and possibly also include in the project visualizations for the next public meeting.

The meeting adjourned at 4:00 pm. It was decided the next working group meeting will be held on Monday, October 17<sup>th</sup>. The meeting will be held at a different location and will be communicated to the group beforehand.

### Action Items

- NCDOT will coordinate with Jim Dunlop regarding presenting the traffic microsimulations results for the base year no-build and future year build scenarios to the FBRMPO, potentially on November 17, 2016 at the joint FBRMPO and TCC meeting.
- Once designs have been refined, NCDOT will update the 360-visualizations and provide side by side images of the proposed 360-visualization and Google Earth images of current views.
- The Work Group will assist in identifying additional key locations for which the point of view 360-visualizations will be prepared.
- The NCDOT will review the betterments spreadsheet to assist in determining feasibility and associated cost estimates, which will then be presented to the Working Group and ultimately, the City Council for budgeting and approval for inclusion in the project

MEETING SUMMARY

October 24, 2016

Page 5 of 5

- NCDOT will investigate cost sharing for bicycle lanes versus cycle tracks.
- The Working Group will identify any city or county plans that were not included in the 2015 DEIS.
- The City will continue to work on the betterments spreadsheet and have a final version prepared for the Working Group #5 meeting.

Comments to be discussed in remaining Working Group meetings.

Comment discussed during 1<sup>st</sup> Working Group Meeting – March 24, 2016

Comments discussed during 2<sup>nd</sup> Working Group Meeting – June 3, 2016

Comments discussed during 3<sup>th</sup> Working Group Meeting – August 9, 2016

Comments discussed during 4<sup>th</sup> Working Group Meeting – September 20, 2016

**City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector)  
December 16, 2015**

#	Comment	Response	DISCIPLINE	NOTES
1	The City of Asheville's City Council approved a resolution adopting a complete streets policy on June 26, 2012 (Resolution #12-154). NCDOT adopted a similar policy during July 2009. The City of Asheville strongly encourages the NCDOT to implement complete streets elements consistent with design guidelines published by the National Association of City Transportation Officials (NACTO) along all of the -Y- lines including the bridges that cross the -L- line throughout the entire project for all sections.	NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines. In areas where the various plans propose future pedestrian accommodations, the designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies.	Design Pedestrian	Designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies.
2	The City of Asheville has committed \$2,000,000 of co-funding to the I-26 Connector project in order to ensure that local needs are met.	Comment noted.	Funding	Additional discussion regarding this funding should occur during the design phase after a preferred alternative is selected and following betterment requests from the City.
3	As the -Y- lines are streets that are generally local in nature, the City of Asheville strongly encourages collaborative planning throughout the design and construction phases.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Design	As the project moves forward NCDOT will be open for additional discussion and suggestions. If there are other details not already specified, please provide so it can be considered in the design refinements of the Preferred Alternative where



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
4	The City and County approved a joint resolution regarding the I-26 Connector on March 18, 2014 (Resolution #14-54 and #14-03-12). The resolution included the following quote, “...in preparation of the draft Environmental Impact Statement for the project, NCDOT clearly include elements that will address community needs for sound barriers and bicycle, pedestrian and neighborhood connections, including location, design, and the funding methodology of associated infrastructure elements.” The City of Asheville strongly encourages NCDOT to fully address these elements in the Final EIS document.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville during the design refinements. Efforts also being performed while the designs are being revised will include updating the various technical studies in order to further evaluate and address concerns associated with noise, bike and pedestrian accommodations, community connectivity, human and natural environmental impacts, amongst others.	feasible. NCDOT will work with the City of Asheville moving forward and address specific comments. If there are other concerns not addressed in later sections, please provide a list for further discussion. At WG Meeting #2, noise wall policies and noise analysis methodologies were discussed. The WG presented the Project Team with a Betterments “wish list” at WG Meeting #4. Funding of the requested betterments should be discussed at a subsequent working group meeting.
5	Due to the City of Asheville’s limited ability to annex, the City of Asheville strongly encourages the NCDOT to make all efforts to minimize the overall footprint throughout the entire project length for all sections with the use of additional retaining walls and additional urban design strategies to make sure that all of the on/off ramps are placed as close to the -L- line as possible.	After selection of a preferred alternative, NCDOT will continue in refining the designs in order to either avoid or minimize impacts. While measures such as the use of retaining walls have already been incorporated into the preliminary designs for the Detailed Study Alternatives evaluated within the 2015 DEIS, the refinement of the designs for the LEDPA provides an opportunity to further coordinate with the public, resource agencies, as well as the City of Asheville to further develop the designs and identifying additional areas for avoidance or minimization of impacts.	Design Comment to be discussed at a subsequent working group meeting that will focus on design issues. If there are specific locations, please provide a list for further discussion.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
6	Design exceptions should be considered in cases where greater land preservation would result. The City of Asheville would like to be involved in discussing these suggestions during the design phase.	<p>Comment noted. If design exceptions are required to avoid or minimize impacts due to the project, documentation with justification will need to be provided to the Federal Highway Administration for approval of the use of the design exception.</p> <p>Design exceptions are required when the proposed roadway designs do not meet certain controlling criteria and design standards are established for a specific project. These criteria, consisting of thirteen design elements, are defined in <u>AASHTO's A Policy on Geometric Design of Highways and Streets</u> and are influenced by roadway characteristics such as functional classification and traffic volumes.</p> <p>On projects with federal funding, review, and oversight, the Federal Highway Administration is responsible for reviewing and approval of requested design exceptions. However, design exceptions are typically viewed as undesirable on new or reconstructed roadways due to the long term adverse effects associated with the deficiency, such as reduced highway safety and increased maintenance costs.</p>	<p>Design</p> <p>Comment to be discussed at a subsequent working group meeting that will focus on design issues.</p>
7	The City of Asheville is very interested in assuring the best possible pedestrian and bicycle improvements and would like to be actively involved in the design phase of the project regarding the pedestrian elements after a preferred alternative has been selected. This involvement is critical in order for the City of Asheville to conduct its own transportation and financial planning.	<p>Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.</p>	<p>Design Bike &amp; Ped</p> <p>The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.</p>

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
8	The City of Asheville's preferred sidewalk cross-section includes a 5-foot sidewalk and a 5-foot utility strip (buffer area) with a 10-foot overall width. The City of Asheville strongly encourages this cross-section at all sidewalk locations throughout the entire project length for all sections. If the preferred sidewalk cross-section cannot be provided in specific areas, a reduced-width utility strip should be considered, and if that is not possible, then a 6-foot back of curb sidewalk should be used.	NCDOT is committed to Complete Streets improvements and will coordinate with the City of Asheville, after the selection of a preferred alternative, with regard to incorporating these amenities into the project in compliance with design and cost-sharing guidelines.	<b>DISCIPLINE</b> Bike & Ped
9	The City of Asheville strongly encourages the NCDOT to consider wider (6') minimum bicycle lane widths along roads with traffic volumes greater than 10,000 vpd and/or operating speeds greater than 35 mph to be consistent with the City of Asheville Standard Specifications and Details Manual, City of Asheville Comprehensive Bicycle Plan, and NACTO recommendations.		
10	The City of Asheville strongly encourages the NCDOT to consider multi-use paths to measure 14-16 feet wide with an absolute minimum width of 12 feet.		
			<b>NOTES</b> The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.
			The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.
			The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
11	The City of Asheville would like to be actively involved in the Aesthetics Advisory Committee (AAC) in order to help integrate aesthetics features into the proposed design after a preferred alternative has been selected and final design begins.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Aesthetics	NCDOT proposes reestablishing an aesthetics committee after selection of a preferred alternative. Integration of aesthetics will occur during preparation of FEIS and continue for the duration of project development. Alice Oglesby was invited to head the AAC. The project team will coordinate with Alice to determine roles and responsibilities of the AAC.
12	Retaining walls should include aesthetics standards consistent with the City of Asheville Standard Specifications and Details Manual.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Aesthetics	NCDOT proposes reestablishing an aesthetics committee after selection of a preferred alternative. Integration of aesthetics will occur during preparation of FEIS and continue for the duration of project development. Greg Smith discussed the policies regarding placement and aesthetic options of noise walls in detail at the Working Group meeting #2.
13	The City of Asheville strongly encourages reasonable mitigation strategies, including funding, for transit, pedestrian, and bicycle routing during the construction phase.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.		These are items NCDOT will continue to discuss during the design phase. If there are additional specifics please provide for future discussions.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
14	The City of Asheville strongly encourages the NCDOT to include bus stops along all of the transit routes within the project limits. These bus stops must be designed and constructed to meet ADA requirements.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Transit	NCDOT would like to clarify this comment with the COA. Is COA asking for betterment of existing stops? The City provided the project team a list of requested betterments including transit stop improvements.
15	The City of Asheville would like for the NCDOT to consider “bus on shoulder system” to be authorized within the project limits.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville to discuss the potential use of the “bus on shoulder system”.	Traffic	The City provided the project team a list of requested betterments including the addition of “bus on shoulder” lanes on Patton Avenue. The project team will review if this is a feasible option and discuss at a later Working Group meeting.
16	The City of Asheville strongly suggest that NCDOT create a collaborative working group that would meet regularly starting in early 2016 and throughout the design phase to ensure adequate consideration of the concerns listed above. This group could also examine the travel demand model, capacity analysis, and the methodology of calculating Level of Service in an effort to gain consensus.	Comment noted.		

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
17	The City of Asheville is pleased that NCDOT will be using the new local travels demand model to re-examine travel demand and to conduct a new capacity analysis with a 6-lane alternative in Section A.	Comment noted.	Traffic
			<p><b>NOTES</b></p> <p>NCDOT has received the travel demand model for use and is currently in the process of completing model runs and forecast scenarios for 4, 6, 8, and 10 lanes (if needed). The updated Traffic Forecast is currently being updated. NCDOT will send the Working Group a copy of the forecast once finalized.</p> <p>Note: the forecast has been finalized and sent to the Working Group. NCDOT is currently working on updating the Capacity Analysis to determine design refinements.</p>
18	The City of Asheville would like more information about the placement and sufficiency of sound walls, and assurance that sound walls will be fully included in the Final EIS.	Once a preferred alternative is selected, an updated traffic forecast will be prepared and designs further refined. Once designs of the Preferred Alternative have been refined, noise abatement measures will be re-analyzed.	Noise
			<p>The updated Traffic Forecast is currently being updated. NCDOT will send the Working Group a copy of the forecast once finalized. Greg Smith discussed the policies regarding placement of noise walls in detail at the Working Group meeting. Note: the forecast has been finalized and sent to the Working Group. NCDOT is currently working on updating the Capacity Analysis to determine design refinements.</p>

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
19	The City of Asheville strongly encourages NCDOT to update all of the base maps in the final EIS in order to reflect construction activities (new homes and businesses) that have occurred during the past several years.	Comment noted. Typically, NCDOT will update project mapping during major milestones of a project (i.e. prior to project initiation or prior to developing final designs used for right of way acquisition). In between these phases, NCDOT may update the mapping due to major changes. Even though the 2015 corridor public hearing maps were created using the slightly dated mapping, the impacts and business and residential relocations reported reflect the current conditions at the time.	Residential and Business Impacts  NCDOT will update the aerial photography for final design.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
City of Asheville - Section A Comments		NOTES	
20	The City of Asheville strongly encourages that an updated Travel Demand Model for the project be developed as quickly as possible to assess a scenario for six lanes through Section A, that the analysis in the six-lane scenarios carefully avoid assuming induced-demand levels associated with an eight-lane design, that the analysis include the resulting impact of six lanes on Section B and Section C, and that final design of the project include the fewest number of lanes and smallest footprint possible through the A, B, and C sections of the project.	NCDOT has received the travel demand model for use and is currently in the process of completing model runs and forecast scenarios for 4, 6, 8, and 10 lanes (if needed). The updated traffic forecast will be used to refine the designs for the LEDPA.	Traffic
		NCDOT has received the travel demand model for use and is currently in the process of completing model runs and forecast scenarios for 4, 6, 8, and 10 lanes (if needed). Additional discussion will occur at a subsequent working group meeting that will focus on traffic issues. The updated Traffic Forecast is currently being updated. NCDOT will send the Working Group a copy of the forecast once finalized. Note: the forecast has been finalized and sent to the Working Group. NCDOT is currently working on updating the Capacity Analysis to determine design refinements.	
21	The City of Asheville strongly encourages the NCDOT to include complete streets elements consistent with NACTO guidelines on the Haywood Road bridge (-Y6-) and through the intersection and to make all efforts to make the bridge and intersections as pedestrian and bicycle friendly as possible especially since a proposed greenway (multi-use transportation path) will be located in the northeast quadrant. These elements should include a minimum sidewalk width of 6 feet measured back of	NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines, while trying to avoid or minimize impacts to the various constraints along the Haywood Road Corridor.	Design Bike & Ped
		The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.	



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015					
#	Comment	Response	DISCIPLINE	NOTES	
	curb, bicycle lanes, reduced lane width and intersection dimensions, and reduced radii at the on/off ramps.				
22	The City of Asheville would like to explore (with the NCDOT) the possibilities of constructing buildings on the Haywood Road bridge in an effort to maintain connectivity as a business corridor through West Asheville.	Additional coordination is required with the City of Asheville to assist NCDOT in better understand this request.	Haywood Bridge	City of Asheville to provide additional clarification regarding this comment.	
23	The City of Asheville strongly prefers that Amboy Road be designed as a two-lane facility, possibly with wider intersections for turn lanes, in order to reduce the footprint of the entire project and the taking of property, to make it more compatible with adjoining neighborhoods, to make Amboy Road more bicycle and pedestrian-friendly, and to reduce project cost, even if it means achieving level-of-service E for that section of Amboy Road.	<p>The Amboy Road typical section was developed based on the capacity analysis for the project. Once a preferred alternative is selected, the typical section will be re-evaluated based on the updated traffic forecast and updated travel demand model.</p> <p>NCDOT is committed to Complete Streets improvements and will coordinate with the City of Asheville, after the selection of the Preferred Alternative, with regard to incorporating these amenities into the project in compliance with design and cost-sharing guidelines.</p>	Traffic	NCDOT presented to the Working Group information regarding the capacity analysis methodology. Designs are ultimately based upon MPO's travel demand model which feed the traffic forecast, which develops the highway capacity analysis.	
24	The City of Asheville strongly encourages the NCDOT to redesign Amboy Road to be consistent with the City's ongoing project U-4739 with a design speed no greater than 40 mph.		Traffic	NCDOT presented to the Working Group information regarding the capacity analysis methodology. Designs are ultimately based upon MPO's travel demand model which feed the traffic forecast, which develops the highway capacity analysis.	

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
25	The City of Asheville strongly encourages the NCDOT to design and construct the preferred sidewalk cross-section on Amboy Road between NC 191 (Brevard Road) and I-26.		<p><b>DISCIPLINE</b> Bike &amp; Ped</p> <p><b>NOTES</b> The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined. NCDOT will continue to coordinate with the COA on sidewalk locations. Designs evaluated within the DEIS have been developed to accommodate or not preclude these elements from being constructed.</p>
26	The City of Asheville strongly encourages that the West Asheville Greenway from Haywood Road across the Jeff Bowen Bridges, as with all greenways reflected in the DEIS, should reflect the AASHTO and NACTO design standards, which would result in a greenway that is roughly 14-16 feet wide to safely accommodate bikes and would also include appropriate shy-distance from any barriers consistent with AASHTO guidelines and NACTO guidelines. Additionally the path should be marked with 2-way bicycle and pedestrian lanes.	The Greenway Design is based on AASHTO's 1999 Guide for the Development of Bicycle Facilities. After selection of a preferred alternative and the project continues with preliminary designs, all design criteria will be re-evaluated to meet the requirements of the design guidelines which are currently accepted for use by NCDOT.	<p><b>DISCIPLINE</b> Bike &amp; Ped</p> <p><b>NOTES</b> The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.</p>

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
27	The proposed closing of Hanover Street at its intersection with Haywood Road adversely impacts a transit routes W1 and W2 regarding its service to the Pisgah View Apartments (a public housing complex).	Transit stops in the Pisgah View Apartments will not be directly affected by the proposed project. However, with the closing of Hanover Street at Haywood Road transit routes W1 and W2 will have two existing stops on Hanover Street impacted; these are at Montana Street and at Haywood Road. Roadway improvements may be required to assist the City of Asheville to improve Montana Street and/or Michigan Avenue in an effort to re-route buses. The City of Asheville may lose one stop at Hanover Street and Haywood Road, however, the existing stop at Haywood Road and Michigan Avenue is only approximately 800' from the eliminated bus stop.  After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville regarding transit service throughout the design and construction phases.	Transit
			NOTES Following selection of a preferred alternative NCDOT will coordinate with the COA in order to further review transit operations within the study area and to discuss options if need be.
28	The City of Asheville strongly encourages the NCDOT to include bicycle/pedestrian infrastructure at the beginning/end of the Hominy Creek Greenway at Hominy Creek Road.	The NCDOT improvements would include I-240 bridging of Hominy Creek Road as well as the Hominy Creek Greenway, similar to the existing conditions. These designs do not preclude the City of Asheville from implementing bicycle/pedestrian infrastructure at the beginning/end of the Hominy Creek Greenway at Hominy Creek Road. NCDOT will continue to coordinate with the City of Asheville regarding bike and pedestrian accommodations throughout the design and construction phases.	Bike & Ped  The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.
29	The City of Asheville is concerned about the impact to the French Broad River Greenway during the construction of the proposed retaining wall.	NCDOT will coordinate with the City of Asheville regarding maintenance of traffic on the French Broad River Greenway during development of final plans for the project. At that time, NCDOT will have additional information on designs that will impact the final	Bike & Ped  The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
		maintenance of traffic concepts.	
			NOTES team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.
30	The City of Asheville would like the opportunity to collaborate with NCDOT on the design for the new interchanges at Brevard Road and Amboy Road in order to identify opportunities for urban design strategies and the possible use of roundabouts.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases.	Traffic NCDOT is currently working on updating the Capacity Analysis to determine design refinements.
	<b>City of Asheville – Section B comments</b>		
31	The City of Asheville strongly encourages the NCDOT to keep the West Asheville Greenway “running” parallel to the C/A fence and the Y7- EBL in order to avoid the 18% +/- vertical grade along Hazel Mill Road and to be routed underneath, via culvert, any street crossings in its path.	The greenway design is based on AASHTO’s 1999 <u>Guide for the Development of Bicycle Facilities</u> . After selection of a preferred alternative, all design criteria will be re-evaluated to meet the requirements of the design guidelines which are currently accepted for use by the NCDOT. NCDOT will evaluate the City of Asheville’s requests for alignment revisions when refining the preliminary plans for the Preferred Alternative. The greenway alignment in this area may be affected while developing preliminary plans on the Preferred Alternative as a result of addressing other comments.	The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.
32	The City of Asheville strongly encourages that this greenway be extended southward to connect to the French Broad River Greenway and that it be extended eastward to connect with Clingman Avenue.		The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015				
#	Comment	Response	DISCIPLINE	NOTES
33	The City of Asheville strongly encourages the inclusion and construction of the Emma Greenway (identified as #7 on the City of Asheville Greenway Master Plan), the Montford Greenway (#14), and the Smith-Mill Creek Greenway (#17). If these greenways are not constructed, the opportunity for construction in the future might not be possible.	The NCDOT will coordinate with the City of Asheville to refine the preliminary designs for the Preferred Alternative thus that construction of the greenway by others will not be precluded.	Bike & Ped	occur as designs are refined. The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.
34	The City of Asheville notes that there appears to be the opportunity to “daylight” Smith-Mill Creek as it runs through the project area and the City of Asheville strongly encourages NCDOT to pursue that option.	Designs as presented in the 2015 DEIS for Alternatives 4 and 4B include bridging Smith Mill Creek for all new crossings. NCDOT is evaluating the feasibility of bridging all proposed crossings of Smith Mill Creek for Alternatives 3 and 3C, which will be completed prior to selection of the Preferred Alternative.	Design	Per a previous request by the Merger Team, this request has been recently evaluated and has been determined to be feasible and is expected to add approximately \$3.35 million to project cost.
35	The City of Asheville is concerned that there is no direct access to Haywood Road from I-26 eastbound under Alternatives 3 and 3C which might encourage that traffic to go to the Amboy Road interchange using NC 191 (Brevard Road) and other neighborhood city-maintained streets (Virginia Avenue and Fairfax Avenue) to access Haywood Road. The proposed access requires vehicles to travel through four signalized intersections before reaching Haywood Road.	NCDOT is aware of this circuitous aspect of these alternatives which have been discussed in the DEIS. Alternative 4B is the only alternative to provide direct access to Haywood Road. For Alternatives 3 and 3C, traffic making this movement must exit I-26 EB near the Westgate Mall and traverse a series of service roads and traffic signals to access Haywood Road. Traffic making this movement in Alternative 4 would also have to exit I-26 EB near the Westgate Mall and then traverse a series of ramps to and a traffic light to reach Haywood Road. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.	Traffic	NCDOT will further evaluate the access to Haywood Road during design refinements of the Preferred Alternative.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
36	The City of Asheville is concerned about the adverse impact that Alternatives 3 and 3C will have on the long-term viability of the Westgate Shopping Center including the impact of a new hotel currently under construction at the same location that -Y71- will terminate.	NCDOT is aware of this aspect of Alternatives 3 and 3C. Upon receiving similar comments on the 2015 DEIS, NCDOT has investigated minor design revisions which could be implemented for these alternatives, which would improve the access to the Westgate Shopping Center. After selection of a preferred alternative, NCDOT will reevaluate the design configurations based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model.	Traffic
37	The City of Asheville is concerned about the adverse impacts that Alternatives 3 and 3C will have on the Burton Street Community.	NCDOT has identified impacts to the Burton Street Community in the DEIS. After selection of a preferred alternative, NCDOT will coordinate to refine the designs to further avoid or minimize impacts to the Burton Street neighborhood, as well as other neighborhoods that may be impacted by the project.	Residential and Business Impacts
38	The City of Asheville strongly encourages a collaborative planning process to identify opportunities to reduce the overall footprint of the project.	Comment noted. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.	
			NOTES The project team has evaluated two potential revisions to improve the proposed Westgate Shopping Center access, which can be further evaluated during the design refinements of the Preferred Alternative, if either Alternative 3 or 3C is chosen.  DeWayne Barton attended this meeting as a representative of the Burton Street Community. The project team is meeting with the community on 10/17/2016 to discuss potential impacts and mitigation efforts.  Avoidance and minimization efforts are on-going throughout all phases of the project development. If there are specific locations the COA would like to focus on, please provide for future discussions.



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
39	The City of Asheville strongly encourages the NCDOT to minimize as much traffic on the Jeff Bowen Bridges as possible in order to extend the life of the two existing bridges.	Implementation of any Detailed Study Alternative would reduce travel demand on the Captain Jeff Bowen Bridges to the point where the traffic operations would operate acceptably for the timespan analyzed for the I-26 Connector project (a period of 20 years into the future). Therefore, should the I-26 Connector project be constructed, the lifespan of the existing bridges would not be dictated by the amount of traffic using the bridges, but would solely be determined based upon the integrity of the bridges and thus the corresponding sufficiency rating. Based on 2012 data provided by NCDOT Bridge Inspection Report, both bridges have a Sufficiency Rating in the high 50's (bridges must have a rating below 50 to be eligible for replacement). Regular maintenance can keep the sufficiency rating above 50 for the foreseeable future.	Design Traffic
			NOTES NCDOT will coordinate with NCDOT Bridge Maintenance for additional information. NCDOT presented Working Group with additional information. The last bridge rehab was performed in 1984. It was scheduled to have deck overlays August 2016, however the bridge program was put on hold and the funding pulled. It is expected the bridges will last another 10-15 years without rehab and over 30 years with rehab.
40	The City of Asheville is concerned that Alternatives 3 and 3C will not completely eliminate the existing weaving maneuvers and congestion on the Jeff Bowen bridges.	All alternatives will reduce traffic on the Bowen Bridges. Alternatives 3 and 3C do not remove interstate traffic from the Bowen Bridges and therefore will not alleviate the weaving; however, these alternatives do eliminate congestion by taking I-26 traffic off of the Jeff Bowen Bridges and providing another access to northbound I-26. Alternative 4 and 4B further limit traffic on the Bowen Bridges by also moving I-240 traffic onto new infrastructure.	Traffic
			Discussed response on 3/24.
41	The City of Asheville is concerned about the adverse impacts to business and industrial sites with Alternative 3 and 3C along the French Broad River.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.	Residential and Business Impacts
			Discussed response on 3/24.

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE
42	The City of Asheville is concerned that Alternatives 4 and 4B will adversely impact Hill Street, Isaac Dickson Elementary School, and Riverside Cemetery and as a result, the City of Asheville strongly encourages the NCDOT to minimize the impacts.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases to further avoid or minimize impacts.	Residential and Business Impacts
			<p><b>NOTES</b></p> <p>NCDOT would like clarification on specifics areas of concern for additional avoidance or minimize efforts to be considered during the refinement of the designs for the Preferred Alternative. Avoidance and minimization efforts are on-going throughout all phases of the project development.</p>
43	The City of Asheville strongly encourages continuous sidewalks along both sides of the Patton Avenue from the west side of the French Broad River to Clingman Avenue for Alternatives 4 and 4B.	After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville with regard to including this request as appropriate in compliance with NCDOT policies on pedestrian facilities and cost sharing.	Bike & Ped
			<p>The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.</p>
44	The City of Asheville strongly encourages the NCDOT to use complete streets elements along Patton Avenue with Alternatives 4 and 4B in order to improve neighborhood connectivity and accommodate pedestrian-scale urban redevelopment.	NCDOT is committed to Complete Streets improvements and will coordinate efforts with the City of Asheville to incorporate these amenities into the project in compliance with design and cost-sharing guidelines. In areas where the various plans propose future pedestrian accommodations, the designs have been developed to accommodate or not preclude these elements from being constructed by the various agencies.	Bike & Ped
			<p>The City provided the project team a list of requested betterments including bicycle and pedestrian accommodations. The project team will review the list, determine feasible options, and provide the City with costs associated with each. Additional discussions should occur as designs are refined.</p>



City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	
45	The City of Asheville strongly encourages the NCDOT to improve access to the Hillcrest Community.	<p>Alternatives 3 and 3C do not impact the existing access to the Hillcrest community. Alternatives 4 and 4B include access modifications to the Hillcrest Community due to the realignment of I-240 and the reconfiguration of Patton Avenue. As a result of the proposed Alternative 4 and 4B designs, access between the Hillcrest Community and surrounding areas will be modified. Access between east and west Asheville and the Hillcrest Crest Community and surrounding areas would be improved. However, access between Riverside Drive, the Hillcrest Community, and surrounding areas would no longer have direct access to and from I-240. After selection of a preferred alternative, NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.</p>	<p><b>DISCIPLINE</b> Bike &amp; Ped Design</p> <p><b>NOTES</b> A sidewalk connecting the Hillcrest Community directly to Patton Avenue is incorporated in the designs. Discussions regarding a supplemental “cut-through” sidewalk are on-going.</p>

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015					
#	Comment	Response	DISCIPLINE	NOTES	
<b>City of Asheville – Section C Comments</b>					
46	Will project I-4759 (Proposed Liberty Road interchange) not provide much needed relief regarding traffic congestion at I-40 Exit #44, and if so, could the overall footprint of Section C be reduced?	I-4759 has specific needs for which it is being developed to address. NCDOT will re-evaluate the proposed Exit 44 configuration after selection of a preferred alternative.	Design	Discussed response on 3/24.	
47	The City of Asheville questions the C/D ramps shown along I-40 west of I-26. These ramps would take a significant number of homes and not resolve the congestion at Exit #44.	As the project develops and a preferred alternative is selected, the data used to develop designs is often updated and revised. After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.		Designs are ultimately based upon MPO's travel demand model which feed the traffic forecast, which develops the highway capacity analysis.	
48	The City of Asheville suggests that the NCDOT consider an additional exit ramp from I-40 Westbound onto Smoky Park Highway eastbound at Exit #44 in order to relieve congestion at the existing ramp.			Designs are ultimately based upon MPO's travel demand model which feed the traffic forecast, which develops the highway capacity analysis.	
49	The City of Asheville strongly encourages the NCDOT to minimize the overall footprint for Section C at and near Exit #44 by using retaining walls and keeping separation between the C/D ramps and the -L- line as narrow as possible.				
50	Alternative F-1 appears to be the best alternative for Section C.	Comment Noted.			

City of Asheville – General Comments on 2015 DEIS for TIP Project I-2513 (I-26 Connector) December 16, 2015			
#	Comment	Response	DISCIPLINE NOTES
51	The City of Asheville is concerned about the need to widen I-40 east of the Brevard Road interchange since there is no data to support the proposed widening and it adds significantly to the cost.	<p>Improvements east of the Brevard Road interchange are required to safely reduce the lanes from the proposed improvements required between I-26 and Brevard Road interchanges. The lane reduction geometry is based on AASHTO's 2011 <u>A Policy on Geometric Design of Highways and Streets</u>.</p> <p>After the Preferred Alternative is selected, the designs will be re-evaluated based on any updated data, including an updated traffic forecast which is based upon the updated travel demand model. NCDOT will continue to coordinate with the City of Asheville throughout the design and construction phases in order to refine the designs.</p> <p>Comment noted.</p>	Design NCDOT to provide clarification.
52	In general, if there is an additional \$100,000,000 to spend on this project, the COA prefers the additional investments be made in Section B rather than Section A.		

## MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: November 8, 2016

RE: I-2513 Working Group Meeting #5  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

David Brown – NCDOT Board Member  
Jay Swain – NCDOT Division 13  
Rick Tipton – NCDOT Division 13  
Kristina Solberg – NCDOT Division 13  
Cole Hood – NCDOT Division 13  
Alan McGuinn – Asheville Design Center  
Jon Creighton – Buncombe County  
Bruce Emory – City of Asheville  
Todd Okolichany – City of Asheville

Ken Putnam – City of Asheville  
Gwen Wisler – City of Asheville  
Lyuba Zuyeva – FBRMPO  
Derrick Weaver – NCDOT PDEA  
Michael Wray – NCDOT PDEA  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team met with the I-2513 Working Group at 1:00 PM on October 17, 2016 in the City of Asheville Fire and Police Training Room. The purpose of the meeting was to discuss the status of the Traffic Operations Analysis and preliminary design refinements, the status of the community small group meetings, action items from the previous Working Group meeting held on September 20, 2016, review any additional betterment requests from the City, and discuss topics for the next Working Group meeting.

Derrick Weaver began the meeting with a brief summary of the Montford Neighborhood Association meeting held on September 20, 2016 and the Burton Street Community meeting to be held that evening on October 17, 2016. It was noted the project team is coordinating with the EWANA neighborhood to hold a meeting on November 17<sup>th</sup> or 18<sup>th</sup>, 2016. Meetings with the historic property owners were also summarized.

Chris Werner gave an update on the traffic analyses, noting the team is working through refinements to the traffic forecast prepared for the Amboy Road and Brevard Road interchanges. The No Build analysis has been submitted and the project team is currently working on the Build analysis. Once traffic analyses are completed, roadway engineers will begin refining designs for Section C. One major area of focus will also include re-evaluating the necessity for some of the collector/distributor roads. It has been confirmed with Jim Dunlop that the project team will be available to present at the FBRMPO Board and TCC joint meeting scheduled for November 17, 2016. It was noted this will likely be a two-part meeting. The first part, to occur on November 17<sup>th</sup>, will be a discussion of the No Build calibrated model and driver characteristics. The second part, to occur at a future date, will be a discussion of the Build calibrated

## MEETING SUMMARY

November 8, 2016

Page 2 of 4

model and the corresponding refined design configurations. It was questioned if the traffic forecast factored in a change in traffic volumes due to the Liberty Road project. It was noted that all FBRMPO fiscally constrained projects are included in the travel demand model which was used to prepare the traffic forecast and Liberty Road project is a fiscally constrained project. It was suggested for clarification that when the project team presents at the FBRMPO meeting and other public meetings, to refrain from using language such as “no build” and “build” due to any confusion it might cause. Possible options may include “year 2040 without the project built” and “year 2040 with the LEDPA built”. It was noted completion of the Build calibrated model analysis is likely three months away.

Derrick Weaver gave an update on the Aesthetic Advisory Committee (AAC) progress. The project team held a conference call with Alice Oglesby October 13, 2016 to discuss the purpose of the AAC and potential guidelines, roles, and responsibilities. It was noted in years past, that the AAC group for the I-26 Connector Project had a very broad scope. The City will handle multi-modal connectivity of the overall designs for the project, and the AAC will strictly be focused on aesthetics. The City will work to recruit members of the committee through appointments of the City Council. It was noted Buncombe County does not need a representative on the committee. A subcommittee for the aesthetics of the “signature bridge” concept for the Captain Jeff Bowen Bridges was discussed. All items the AAC develops for aesthetics would be added to the City’s “wish list” of betterment requests to present to City Council and vote.

The City met with their Greenway Committee regarding the betterment request for the project. It was noted the Greenway Committee would be taking a look at all the greenways and how they relate to the project. The City will continue to work towards finalizing the betterments list. Additional pedestrian access at Hillcrest was also discussed. The City will coordinate with the Hillcrest community and the Housing Authority to determine the need/want for a sidewalk connecting the southeast quadrant of the community to the proposed Patton Avenue configuration. The pedestrian bridge at Hillcrest was discussed regarding whether or not to remove the bridge as a part of the project. It was noted the existing bridge is not ADA compliant and removing it now would be less expensive than in the future. The Working Group will coordinate with DeWayne Barton to determine the level of interest from the Hillcrest community to keep the pedestrian bridge.

The City’s betterments “wish list” was discussed, noting that as the design refinements progress the City will choose which items are feasible. The project team discussed the level of effort that has been put forth into the “wish list” to determine any requests that may require a change to the typical section of the project or could lead to potential increased costs and impacts. Two areas where this may occur were Bear Creek Road and Sand Hill Road. It was noted it is important to not increase the amount of impacts due to betterment requests unless there is justification. Feedback received suggested that the City needs input such as this from the project team regarding feasibility, costs, and potential impacts in order to assist them in identifying betterments to be requested as a part of the project. The next step in the evaluation of the “wish list” is to discuss the items with Ed Johnson, Interim Manager of the NCDOT Bicycle and Pedestrian group, to determine approximate costs. This information would then be presented to the Working Group and then the City Council to determine which items the City’s budget can allow to be incorporated into designs. It was noted a commitment from the City would need to be in place before bicycle and pedestrian accommodations are shown on the public hearing maps and included in the FEIS. It was requested that in the FEIS or at the Public Hearing, NCDOT provide a graphic showing the betterments that were considered by the Working Group (and why they were eliminated), as well as those that will be incorporated in the designs, with a commitment from the City provided. It was noted the FEIS would likely be completed by Fall 2017.

## MEETING SUMMARY

November 8, 2016

Page 3 of 4

It was discussed NCDOT and the City would communicate more frequently regarding the betterments "wish list" and any circumstances that may have an effect on the typical section or increase impacts. NCDOT will provide the Working Group with the revised betterments spreadsheet which describes the additional construction that would be required to provide the betterment. It should be noted, the evaluation by NCDOT of the betterments does not address the feasibility of the betterment at this time.

Email correspondence from Bruce Emory to members of the Working Group was distributed (see attached). The correspondence noted specific design issues that have been discussed in recent months, which Mr. Emory would like to confirm the project team will investigate during the design refinements. Items discussed include the I-240 interchange with Patton Avenue near Hillcrest, elevations of the proposed bridges and roadways, the removal of ramp Y7RPDB to access I-26 West, and re-evaluation of several collector/distributor roads throughout the project study area.

It was noted the 360-visualizations would be revised using the refined designs and new imagery which will be taken during winter months during leaf-off. The Working Group requested NCDOT to send the existing reference figure for the 360-visualization figure so they can add additional points-of-view locations.

The meeting adjourned at 3:30 pm. The time and date of the next Working Group meeting will be determined once plans to meet with the EWANA community have been finalized.

### Action Items

- Derrick Weaver and Ken Putnam will coordinate regarding the AAC roles and responsibilities.
- NCDOT will send Ken Putnam and Gwen Wisler a list of the groups and communities the project team has/will meet with to discuss the project so they may assist in confirming that all groups have been coordinated with. *See attached.*
- For the FEIS and Public Hearing maps, NCDOT will provide a graphic showing the betterments that were considered by the Working Group (and why they were eliminated), as well as those that will be incorporated in the designs, with a commitment from the City provided.
- NCDOT will provide the Working Group with the revised betterments spreadsheet which describes general thoughts as to the feasibility of implementing the requested betterment.
- NCDOT will send the Working Group the reference figure used for the 360-visualizations. *See attached.*
- NCDOT will provide a list of city and county plans that were included in the DEIS, so the Working Group can provide a list of additional documents that should be included in FEIS. *See attached.*
- NCDOT to notify the Working Group of the date of the next meeting, once a small group meeting with EWANA has been scheduled.
- NCDOT will review design refinement requests per hardcopy of Bruce Emory email.
- The City will finalize the betterments "wish list".
- The City will coordinate with the Housing Authority and the Hillcrest community to determine the need/want for a sidewalk connecting the southeast quadrant of the community to Patton Avenue.
- The Working Group will coordinate with DeWayne Barton to determine the level of interest from the Hillcrest community to hold a neighborhood project update meeting and to discuss keeping the pedestrian bridge.
- NCDOT will incorporate bicycle/pedestrian betterments on the Public Hearing Map typical sections.

MEETING SUMMARY

November 8, 2016

Page 4 of 4

- Per the request of the Working Group, NCDOT will investigate the potential to have a greenway connection as shown by the light blue line or could similar accommodations be provided as shown by the light blue dotted line.



## Ken Putnam

---

**From:** Bruce & Day Ann Emory <emory22@charter.net>  
**Sent:** Friday, October 14, 2016 7:45 AM  
**To:** Gwen Wisler; Julie Mayfield; Ken Putnam  
**Cc:** 'Alan McGuinn'; Todd Okolichany; 'DeWayne Barton'; Gary Jackson; Cathy Ball; dweaver@ncdot.gov  
**Subject:** Re: Working Group #5 Meeting

Hi Gwen:

I have been out of the loop for the last two weeks (way out, in Egypt). There are several design issues that have been discussed in recent months among Julie, Alan and myself. Here are some that I remember:

1. The I-240 interchange with Patton Ave near Hillcrest: The current design looks like a suburban/rural style interchange. Designing it as an urban-style interchange, along with reducing the wide median between eastbound and westbound I-240, could reduce the impact on the Hill St. neighborhood and increase the amount of land available for redevelopment. The ramp intersection with Patton should be designed to discourage, rather than encourage, high-speed traffic. A related issue is a potential new street connection from this intersection running south and east to Clingman. This would provide an alternative route to the South Slope/Mission/AB Tech area, relieving traffic pressure on Patton in downtown.
2. At the last working group meeting (and the Montford meeting) we saw how high the new bridge structures over the river would be. Chris Werner (lead consultant for NCDOT) said he thought it might be feasible to lower some of the structures. I have looked at the plans and see several areas where I think the vertical clearances are greater than necessary. I think we should ask NCDOT if they have made any progress on this. There are two other potential changes that might reduce the visual impact in this area: one is the possible reduction in lanes on I-26 from six to four; the other would be to shift the westbound I-240 bridge further south, closer to eastbound I-240, more like the original ADC plan.
3. On Patton just west of Westgate the plans show a ramp from westbound Patton to southbound I-26/240. The ramp curves north and then south under a large new bridge at the site of the existing Patton bridge over I-240. The ramp would preclude redevelopment along both sides of Patton in this area. Replacing the ramp with left turn lanes at the next intersection (to the west) would allow more redevelopment, and might avoid the need to rebuild the bridge. I think the traffic volume projected to use this ramp is low enough for this to be feasible, but more detailed analysis would be required.
4. There are several design issues along I-40, both east and west of I-26. I believe Derrick said they would re-evaluate the need for the proposed collector-distributor lanes when the traffic analysis is finished, so we should probably defer any discussion of those issues.

Let me know if you have any questions or comments about the above. Julie and Alan: are there others I have forgotten?

Bruce





To: Working Group Meeting #5 Attendees

From: Chris Werner  
AECOM

Date: November 8, 2016

RE: Summary to Working Group of Project Team current and on-going 2016 outreach efforts  
NCDOT STIP Project I-2513 (I-26 Connector)

---

The following is a list of neighborhoods within the project study area (and shown on the attached graphic) which NCDOT outreach efforts have been made or will be made in 2016-2017 regarding obtaining input on the design refinements for the Preferred Alternative and reviewing project next steps.

**Clairmont Crest Mobile Home Park**

The project team mailed an informative letter on 9/16/2016 notifying residents of the Preferred Alternative selected, status of the design refinement process, and on-going community outreach efforts. It was noted that while there will be impacts within the vicinity of the community, the I-26 Connector Project will not result in residential or business relocations and NCDOT would be willing to meet with residents to discuss any concerns. Approximately 68 letters were mailed to residents within the Clairmont Crest Mobile Home Park. Boundaries of the mailing list were determined using GIS parcel layers and the community boundary as described in the 2015 Draft Environmental Impact Statement (DEIS). See attached letter sent to residents.

**Willow Lakes Mobile Home Park**

The project team mailed an informative letter on 9/16/2016 notifying residents of the Preferred Alternative selected, status of the design refinement process, and on-going community outreach efforts. It was noted that while there will be impacts within the vicinity of the community, the I-26 Connector Project will not result in residential or business relocations and NCDOT would be willing to meet with them to discuss any concerns. See attached letter sent to residents. Approximately 67 letters were mailed to residents within the Willow Lakes Mobile Home Park. Boundaries of the mailing list were determined using GIS parcel layers and the community boundary as described in the 2015 Draft Environmental Impact Statement (DEIS). See attached letter sent to residents.

**Morningside Park Community**

The project team will organize a small group meeting with the Fairfax/Virginia Avenue community and the Morningside Park community in the near future to discuss the Preferred Alternative selected, status of the design refinement process, and potential impacts to the communities. A letter will be sent once a meeting date has been set, inviting residents to an informative meeting. The mailing list will be created using GIS parcel layers and the community boundaries as described in the 2015 DEIS.

### **Fairfax/Virginia Community**

The project team will organize a small group meeting with the Fairfax/Virginia Avenue community and the Morningside Park community in the near future to discuss the Preferred Alternative selected, status of the design refinement process, and potential impacts to the communities. A letter will be sent once a meeting date has been set, inviting residents to an informative meeting. The mailing list will be created using GIS parcel layers and the community boundaries as described in the 2015 DEIS.

### **Westwood Place Community (EWANA) and Kentucky/Hanover/Pisgah View Apartments**

The project team has coordinated with a representative of the EWANA community to determine a potential date and time for a community meeting to be held. The project team will hold a meeting with the EWANA community and the Kentucky/Hanover/Pisgah View Apartments communities on 11/17/2016 to discuss the Preferred Alternative selected, the status of the design refinement process, and potential impacts to the community. An invitation letter will be mailed to residents within the EWANA and Kentucky/Hanover/Pisgah View Apartments communities in the near future.

### **Burton Street Community**

The project team has been coordinating with DeWayne Barton, a representative of the Burton Street Community. As a result, the project team met with residents of the community on 10/17/2016 to discuss the Preferred Alternative selected, the status of the design refinement process, and the environmental justice determination and potential mitigation opportunities available to the community. Additional community coordination with Burton Street is expected to occur throughout the design refinements process to develop mitigation opportunities to lessen the burden of the proposed project on the community. Further coordination with the Burton Street community will continue to occur through correspondence with DeWayne Barton.

### **Emma Community**

The project team mailed an informative letter on 9/16/2016 notifying residents of the Preferred Alternative selected, status of the design refinement process, and on-going community outreach efforts. It was noted the community is not directly affected by the Preferred Alternative chosen for the I-26 Connector project, but NCDOT would be willing to meet with them to discuss any concerns. Approximately 31 letters were mailed to residents within the Emma Road community. Boundaries of the mailing list were determined using GIS parcel layers and the community boundary as described in the 2015 Draft Environmental Impact Statement (DEIS). See attached letter sent to residents.

### **Murphy Hill Community**

The project team mailed an invitation letter on 9/16/2016 informing them that the residents of the Montford Neighborhood Association meeting were holding a meeting on 9/20/2016, which they could attend. It was noted the community is not directly affected by the Preferred Alternative chosen for the I-26 Connector project, but NCDOT would be willing to meet with them to discuss any concerns. Approximately 7 letters were mailed to residents within the Murphy Hill community. Boundaries of the mailing list were determined using GIS parcel layers and the community boundary as described in the 2015 Draft Environmental Impact Statement (DEIS). See attached letter sent to residents.

### **West End/Clingman Area Neighborhood (WECAN)**

Through coordination with the NCDOT Human Environment Section on 07/21/2016, it was determined additional community meetings would not be held with WECAN as the community is not directly affected by the Preferred Alternative chosen for the I-26 Connector project, but NCDOT would be willing

to meet with them to discuss any concerns. No further coordination efforts are planned at this stage in the project.

#### **River Arts District (RAD) Community**

Through coordination with the NCDOT Human Environment Section on 07/21/2016, it was determined additional community meetings would not be held with the RAD community as the community is not directly affected by the Preferred Alternative chosen for the I-26 Connector project, but NCDOT would be willing to meet with them to discuss any concerns. No further coordination efforts are planned at this stage in the project.

#### **Hillcrest Apartments**

The project team was invited to present at the Montford Neighborhood Association meeting held at 7:00 PM on 9/20/2016 at the Isaac Dickenson Elementary School. Residents from Montford, Courtland/Houston, and Hillcrest were invited. A panel of NCDOT staff and consultants presented topics requested by the Montford Neighborhood Association including the Preferred Alternative selected, status of the design refinement process, how design configurations are determined, additional draft project visualizations, noise and air policies, right-of-way acquisition process, and the next steps of the project. A question and answer session was held throughout the presentation. Additional coordination efforts with the Hillcrest Apartments community are on-going to discuss impacts to the community and the preservation of a pedestrian bridge.

#### **Courtland/Houston Community**

The project team was invited to present at the Montford Neighborhood Association meeting held at 7:00 PM on 9/20/2016 at the Isaac Dickenson Elementary School. Residents from Montford, Courtland/Houston, and Hillcrest were invited. A panel of NCDOT staff and consultants presented topics requested by the Montford Neighborhood Association including the Preferred Alternative selected, status of the design refinement process, how design configurations are determined, additional draft project visualizations, noise and air policies, right-of-way acquisition process, and the next steps of the project. A question and answer session was held throughout the presentation. Additional coordination efforts are not anticipated until after the designs have been refined.

#### **Montford Community**

The project team was invited to present at the Montford Neighborhood Association meeting held at 7:00 PM on 9/20/2016 at the Isaac Dickenson Elementary School. Residents from Montford, Courtland/Houston, and Hillcrest were invited. A panel of NCDOT staff and consultants presented topics requested by the Montford Neighborhood Association including the Preferred Alternative selected, status of the design refinement process, how design configurations are determined, additional draft project visualizations, noise and air policies, right-of-way acquisition process, and the next steps of the project. A question and answer session was held throughout the presentation. Additional coordination efforts are not anticipated until after the designs have been refined.

#### **UNC Asheville**

Through coordination with the NCDOT Human Environment Section on 07/21/2016, it was determined additional community meetings would not be held with UNC Asheville as the university is not directly affected by the Preferred Alternative chosen for the I-26 Connector project, but NCDOT would be willing to meet with them to discuss any concerns. No further coordination efforts are planned at this stage in the project.

**Montgomery Road Community and Adjacent Areas**

Much of the community concerns in this area are associated with the width of improvements along I-40 due to the proposed collector-distributor roadways as presented in the designs during the 2015 Public Hearing. As such, coordination with communities is being delayed until the capacity analysis is updated and NCDOT can determine if these collector-distributor roadways will still be needed.



To: Project File

From: Chris Werner  
AECOM

Date: November 8, 2016

RE: 2015 DEIS City and County Plans  
I-2513 Working Group Meeting #5  
NCDOT STIP Project I-2513 (I-26 Connector)

---

The following City and County plans were reviewed or discussed in the 2015 DEIS:

- *Haywood Road Corridor Study* (City of Asheville 2005d)
- *A Strategic Plan for the Sustainable Economic Development of the City of Asheville, North Carolina* (City of Asheville 2004)
- *Broadway Corridor Action Plan* (City of Asheville 2002b)
- *Asheville City Development Plan 2025* (City of Asheville 2002a)
- *Wilma Dykeman RiverWay Master Plan* (Riverlink 2004)
- *Brevard Road Corridor Study* (City of Asheville 2005a)
- *City of Asheville River Redevelopment Plan* (City of Asheville 2005e)
- *Consolidated Strategic Housing and Community Development Plan* (City of Asheville 2010a)
- *Buncombe County Comprehensive Land Use Plan Update* (Buncombe County 2013)
- *West End/Clingman Small Area Plan* (City of Asheville 1996)
- *Asheville Downtown Master Plan* (City of Asheville 2009a)
- *Asheville Unified Development Ordinance* (City of Asheville 2009b)
- *French Broad River MPO 2035 Long Range Transportation Plan* (FBRMPO 2010)
- *Comprehensive Transportation Plan for the French Broad River MPO and Rural Areas of Buncombe and Haywood Counties* (NCDOT 2008)
- *Coordinated Public Transportation and Human Services Transportation Plan* (FBRMPO 2008)
- *City of Asheville Transit Master Plan* (HDR Engineering, Inc. of the Carolinas 2009)
- *Asheville Redefines Transit* (City of Asheville 2014)
- *City of Asheville Pedestrian Plan* (City of Asheville 2005b)
- *City of Asheville Comprehensive Bicycle Plan* (City of Asheville 2008)
- *City of Asheville, North Carolina Parks, Recreation, Cultural Arts, & Greenways Master Plan* (City of Asheville 2009c)
- *Land of Sky Regional Council "Regional Vision 2010"*
- Asheville City Council Resolution 00-168 – Resolution Supporting the Report and Recommendations of the Community Coordinating Committee Regarding the I-26 Connector Project (2000)
- *Sustainability Management Plan* (City of Asheville 2009d)
- *City of Asheville Complete Streets Policy*
- *Burton Street Community Plan* (ADC 2010a)

- *I-26 Alternative 4B Community Based Design Update (ADC 2010b)*
- *Downtown Asheville Center City Plan*

The following local plans have been updated or adopted since the completion of the 2015 DEIS:

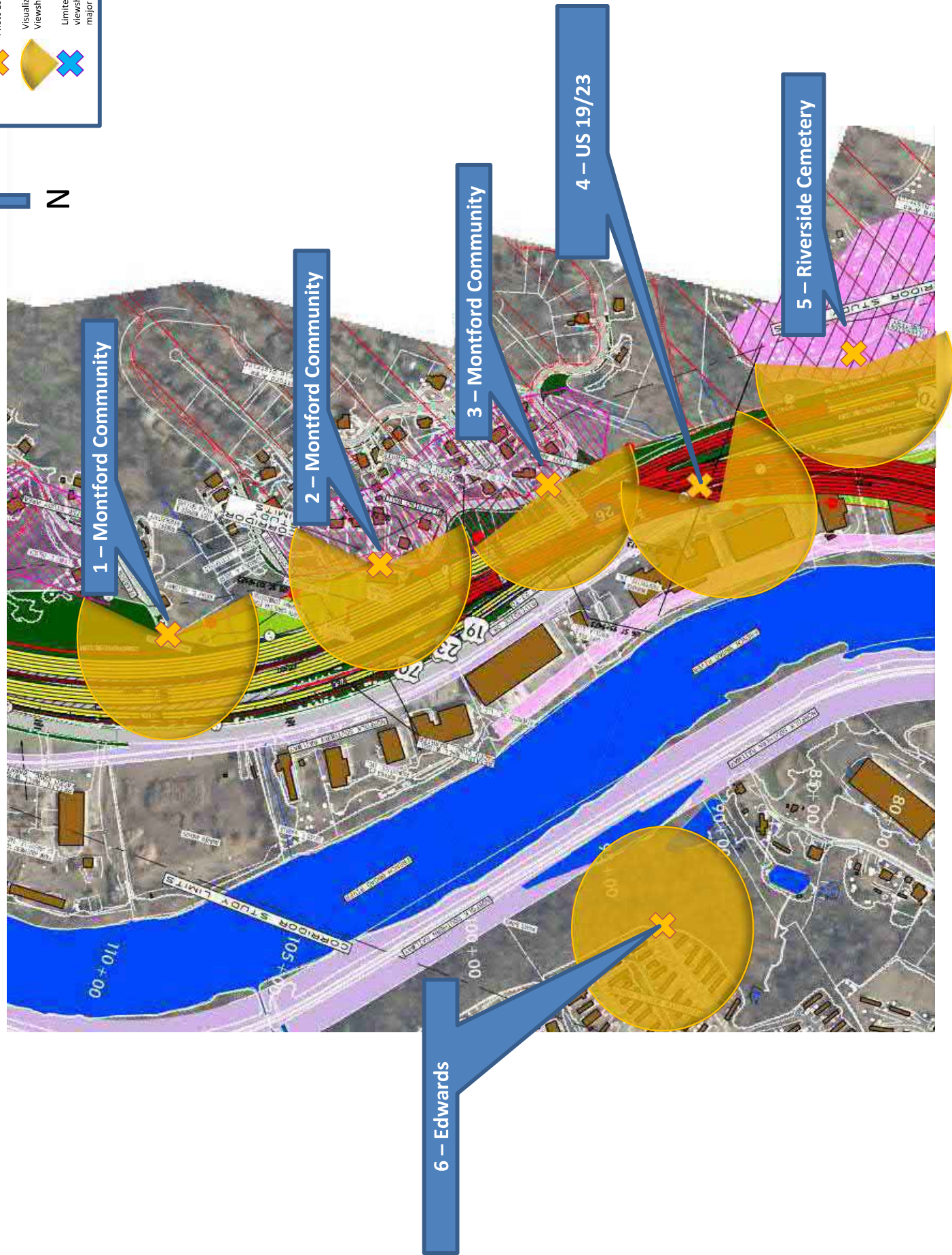
- *FBRMPO Metropolitan Transportation Plan 2040* (completed September 2015)
- *Asheville In Motion Plan*
- *Blue Ridge Bike Plan*



Photo Locations

Visualization Viewshed

Limited Viewshed or no major change





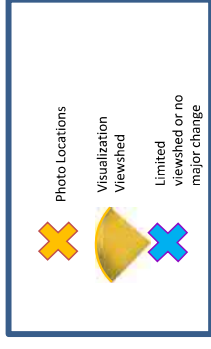
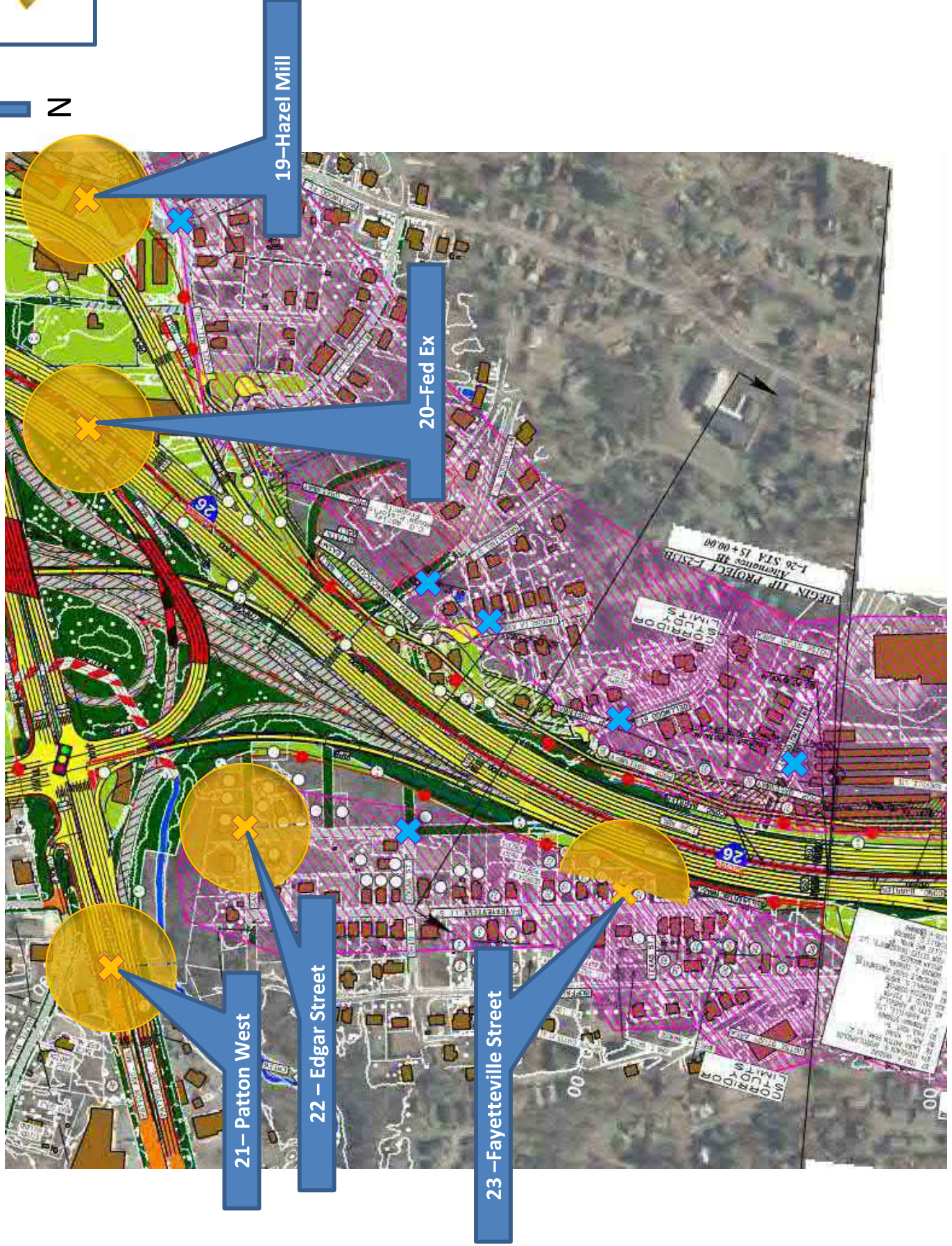





Photo Locations  
Visualization Viewshed  
Limited viewshed or no major change





Matchline – Slide 3

24 – Burton Street

25– Haywood Road west

26– Haywood Road east

27– Hanover Street

Matchline – Slide 5

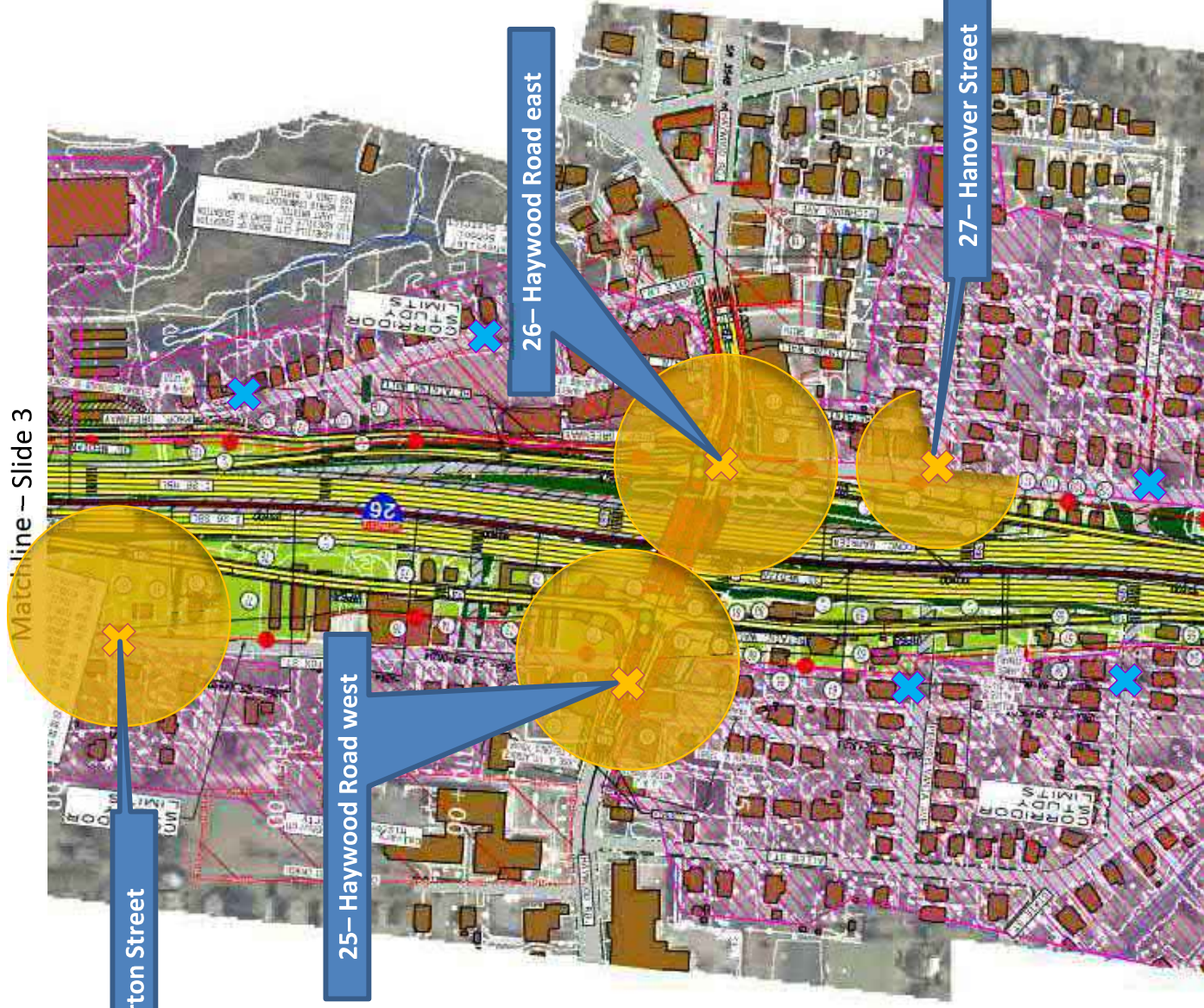
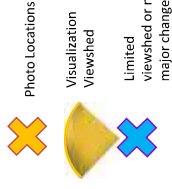


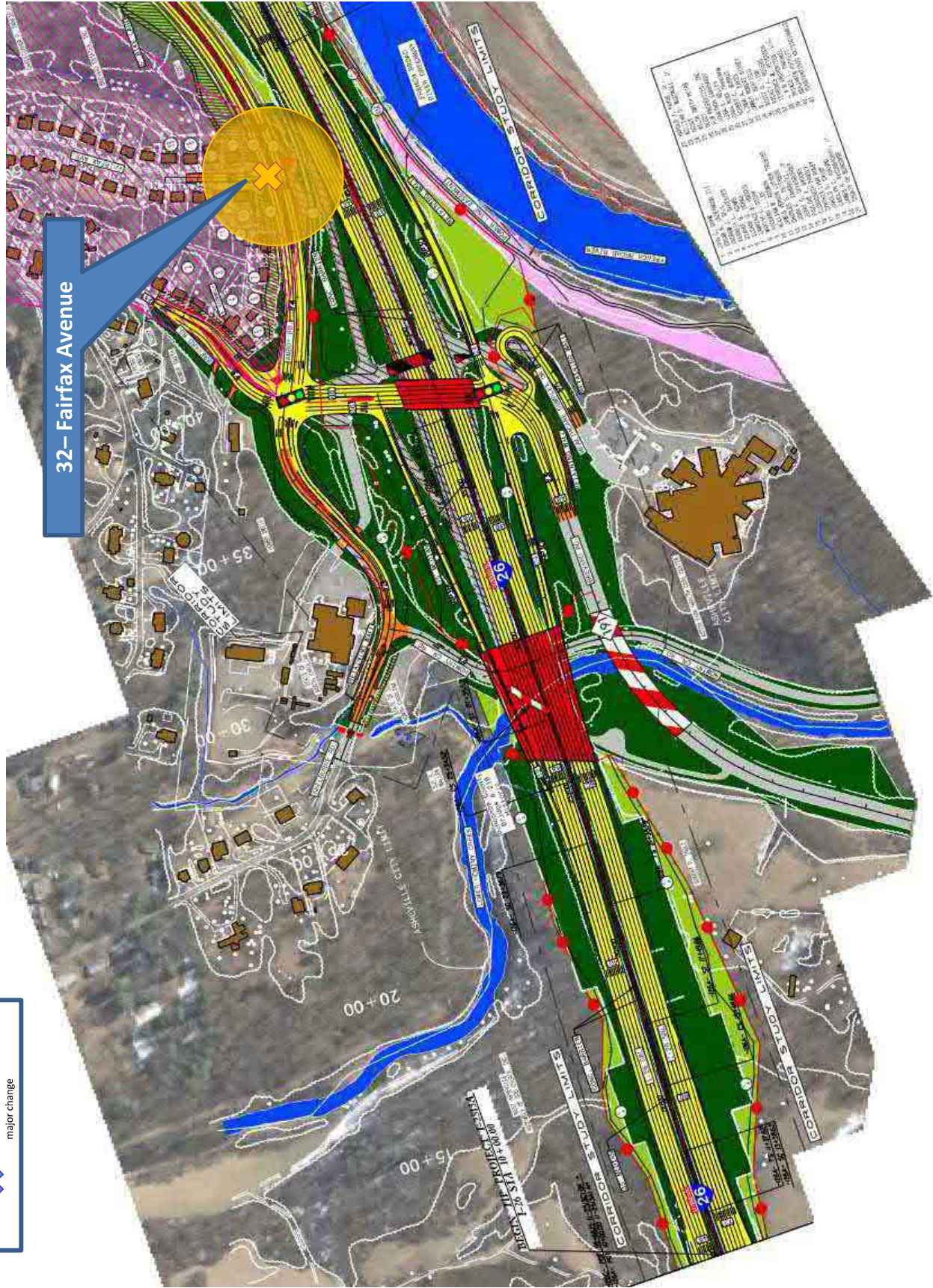




	Photo Locations
	Visualization Viewshed
	Limited viewshed or no major change







**32- Fairfax Avenue**

## MEETING SUMMARY



To: Project File

From: Celia Foushee  
AECOM

Date: December 7, 2016

RE: Joint FBRMPO & TCC Meeting  
I-26 Connector Status Update  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Project Team Meeting Attendees:

Jim Dunlop – NCDOT, Congestion Management  
Kristina Solberg – NCDOT Division  
Michael Wray – NCDOT, PDEA  
John Burris – AECOM  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team was invited to attend and present at the joint FBRMPO and TCC meeting held at 12:00 PM November 17, 2016 in the Asheville Chamber of Commerce conference room. The purpose of the project team's attendance was to provide a brief project update and discuss the status of the traffic capacity analysis and the traffic microsimulation.

Chris Werner began the presentation with a brief overview of the project history and study area. He discussed the selection process for choosing the preferred alternative and the design process that will begin once traffic analyses have been completed. John Burris led the discussion of the Traffic Capacity Analysis and Microsimulation. The 2040 No Build analysis has been submitted and the project team is currently working on the Build analysis for the Traffic Capacity Technical Memorandum. Once the analyses have been completed for the build alternatives, the project team will begin design refinements in Section C. It was noted the limits for Section C will likely extend along I-240 to State Street for microsimulation analysis purposes only. The project team is concurrently completing the microsimulation analysis on "hot spot" areas (areas of known concerns regarding projected traffic operations), which will likely be complete by the end of January or beginning of February. A sub consultant, Patriot Transportation Engineering, PLLC will be providing oversight for an independent review of the traffic analyses and microsimulation. John Burris discussed the microsimulation calibration definitions and how this plays a role in portraying local driver characteristics which will be used in the Build analysis. It was noted that drivers in the Asheville area, particularly along I-240 on the Captain Jeff Bowen bridges, are notably "more aggressive" than national averages, which most likely is attributed to non-standard driving maneuvers required due to closely spaced interchanges, interchange configurations which go against driver expectations, or even short acceleration or deceleration lanes associated with the existing

## MEETING SUMMARY

December 7, 2016

Page 2 of 2

interchanges. The driver behavior on the Jeff Bowen Bridges is not indicative of the driver behavior through the entire study area. For this reason, driver behavior on the Captain Jeff Bowen bridges was not used to model future driver characteristics for the Build analysis; however, this area will be included in the microsimulation for the future year.

The following are questions discussed during the meeting:

- It was clarified the Captain Jeff Bowen Bridges and Smokey Park Highway bridge is not included in the 2040 No Build analysis due to the aggressive driver characteristics, however they will be included in the 2040 Build analysis.
- Question: When were traffic counts collected?
  - Answer: Traffic counts were collected in 2013 throughout the project study area.
- A video of the base year calibrated microsimulation model was requested. It was noted NCDOT will provide the video, but the period analyzed is a 2-hour period, which would result with a rather large file size. NCDOT will provide a portion of the calibrated microsimulation model video; however, it was explained caution should be exercised in looking at a small period of the microsimulation and drawing any conclusions as the full 2-hour period is more representative of the current driving conditions.
- Question: Will the project be designed to restrict the “aggressive” driver behavior?
  - Answer: The driver characteristics that are being analyzed for the base year calibrated model are the same characteristics that will be carried forward in the 2040 Build analysis. The “aggressive” behavior is not being analyzed because it was outside of the norm and occurring due to current roadway geometry conditions.
- Question: Is vehicle occupancy being captured in the analysis?
  - Answer: The traffic forecast takes into account vehicle occupancy. The Travel Demand Model assumes transit and vehicle occupancy when assigning trips.
- Question: When will the updated capacity analyses and microsimulation for the Preferred Alternative be available?
  - Answer: A review meeting with NCDOT, FHWA, and AECOM is expected to be held at the end of January/early February to review the draft capacity analysis and draft microsimulation for Section C. After this meeting, the project team will make any required revisions and then present the draft findings to the Working Group.

### Action Items

- NCDOT to provide attendees with a video of base year calibrated model microsimulation.



## MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: January 3, 2017

RE: I-2513 Working Group Meeting #6  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Michael Dawson - FHWA  
David Brown – NCDOT Board Member  
Kristina Solberg – NCDOT Division 13  
Jon Creighton – Buncombe County  
Bruce Emory – City of Asheville  
Julie Mayfield – City of Asheville  
Ken Putnam – City of Asheville  
Gwen Wisler – City of Asheville  
Tristan Winkler – FBRMPO  
Lyuba Zuyeva – FBRMPO

Alice Oglesby – AAC  
DeWayne Barton – Burton Street Community  
Michael Wray – NCDOT PDEA  
Nick Scheuer – NCDOT Bike & Ped  
John Burris - AECOM  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team met with the I-2513 Working Group at 9:00 AM November 18, 2016 in the Land of Sky Regional Council conference room in Asheville, NC. The purpose of the meeting was to discuss the status of the Traffic Operations Analysis and preliminary design refinements, the status of the community small group meetings, action items from the previous Working Group meeting held on October 17, 2016, review additional betterment requests from the City and the preliminary cost evaluation provided by NCDOT, and discuss topics for the next Working Group meeting.

Chris Werner began the meeting with an update on the traffic analyses and preliminary design refinements. The 2040 No Build analysis has been submitted and the project team is currently working on the Build analysis for the Traffic Capacity Technical Memorandum. Once the analyses have been completed for the build alternatives, the project team will begin design refinements in Section C and portions of Section A up to State Street. The remaining portion of Section A will be analyzed with Section B. The project team is concurrently completing the microsimulation analysis on “hot spot” areas, which will likely be complete by the end of January or February. A sub consultant, Patriot Transportation Engineering, PLLC will be providing oversight for an independent review of the traffic capacity and microsimulation analyses.

The Working Group requested information from the 2040 No Build analysis in the form of a table or graphic. NCDOT noted the 2040 No Build analysis will be discussed in the Traffic Capacity Technical

## MEETING SUMMARY

January 3, 2017

Page 2 of 4

Memorandum, which has not been finalized. However, the project team can provide the completed results, figures, and tables of the 2040 No Build analysis to the Working Group.

A discussion followed regarding the potential to add an on ramp in the Northeast quadrant of the Smokey Park Highway interchange with I-40, pending traffic analyses. It was noted that caution should be exercised to avoid greatly changing the alternatives and corresponding impacts which were presented within the 2015 DEIS. Additionally, the inclusion of this ramp, if feasible, would not eliminate the need for the existing loop the Northwest quadrant. The additional ramp would allow for a free flowing turn lane onto Smokey Park Highway and possibly allow the existing loop to only serve I-40 westbound traffic heading south on Smokey Park Highway. It was suggested if the collector/distributor roads in Section C cannot be eliminated, could they be reduced from two lanes to one. It was noted the designs include two lanes per the traffic demand; additionally, two lanes allow for a passing lane should a disabled vehicle stop on the collector/distributor. Providing one lane with wide shoulders would be an undesirable design deficiency that could be discussed with FHWA and NCDOT.

NCDOT noted the project team is waiting to meet with Montgomery Street residents and business owners until designs have been refined enough to determine the need for the collector/distributor roads in Section C and the potential impacts to the street.

Chris Werner gave a brief summary of the project team's presentation at the joint FBRMPO/TCC meeting held on November 17, 2016. The presentation included a status of the project and update of the traffic analyses to date, as well as how the project team will move forward through design refinements. John Burris discussed the calibration definitions discussed in the meeting and how this plays a role in portraying driver characteristics in the analysis of the Preferred Alternative designs. It was noted in the joint meeting that drivers in the Asheville area, particularly along I-240 on the Captain Jeff Bowen bridges, are notably "more aggressive" than national averages. For this reason, driver behavior on the Captain Jeff Bowen bridges was not used to model future driver characteristics for the analysis of the Preferred Alternative designs. The Working Group questioned what implications "aggressive" behavior may have on the designs of the project. It was noted if "aggressive" behavior, which is most likely attributed to congested traffic and roadways which do not meet current design standards, was echoed throughout the project the designs would likely result in a smaller footprint; however, implementation of these characteristics would not be appropriate as the Preferred Alternative designs will be designed to meet current design standards.

Michael Wray gave an update on the status of the small group meetings. It was noted the meeting with the East West Asheville Neighborhood Area (EWANA) was cancelled due to the lack of prompt response from area contacts and thus would not allow adequate time to notify the neighborhood of the meeting. Meetings with EWANA and the Fairfax Avenue/Virginia Avenue neighborhoods will likely be rescheduled in January or February 2017. Julie Mayfield noted she would provide NCDOT with a contact of the Fairfax Avenue area. It was noted the Fairfax Avenue community is concerned about the loss of on-street parking and increased cut-through traffic. Julie Mayfield, Ken Putnam, and Todd Okolichany will review current designs for the Amboy Road extension and provide NCDOT direction as to whether the designs should include right-in/right-out vehicular access to Fairfax Avenue and Virginia Avenue or whether it should only allow bicycle/pedestrian access.

Ken Putnam gave an update on coordination efforts with the Asheville Housing Authority regarding Hillcrest. The proposed pedestrian bridge, sidewalk access to Patton Avenue, and potential removal of the existing pedestrian bridge were discussed with the Housing Authority. They were concerned about the



## MEETING SUMMARY

January 3, 2017

Page 3 of 4

possibility of a noise wall being constructed and isolating the community. It was questioned who makes the decision to construct a noise wall in circumstances where there is only one property owner and several renters. NCDOT discussed that renters and owners have a different weighted percentage for their vote. NCDOT will provide process information as to how neighborhood input is used in determining if a noise wall is constructed. The Housing Authority also noted they will obtain comments from the Hillcrest community on the project by January, which will include their preference for the existing pedestrian bridge to be kept or removed.

Regarding small groups, Chris Werner briefly discussed the communities in the project study area and how the project team is coordinating with them. The Working Group did not indicate any additional communities that NCDOT should coordinate with. It was noted the project team should check the date of parcel data used to contact communities, as there is a large amount of turnover in the neighborhoods that should be taken into consideration. Additionally, for future public meetings where there is public concern regarding changes in noise due to the project, NCDOT will most likely utilize an additional consultant who will assist in explaining differences in noise impacts to the public and will utilize special software and audio demonstrations of various scenarios.

Ken Putnam discussed recent coordination efforts with Derrick Weaver regarding the Aesthetics Advisory Committee (AAC). Prior to the Working Group meeting, Derrick provided a draft outline for the roles and responsibilities of the AAC to Ken. Ken will begin coordinating internally to finalize the committee members of the AAC, who will assist in refining the roles and responsibilities.

The FBRMPO noted there have been some updates to community plans that were identified in the 2015 Draft EIS. NCDOT will coordinate with the FBRMPO to determine which recently updated plans should be added to the Final EIS.

In regards to NCDOT's action item to include the City of Asheville's betterments on the public hearing maps for the FEIS, the Working Group requested to further detail the type of funding each betterment will require. It was suggested the hearing maps to include a label "funded by NCDOT" and "to be built with funding from others" or something similar. This will also be discussed further with Kevin Moore from NCDOT Roadway Design.

NCDOT discussed Bruce Emory's email (presented at Working Group meeting #5) and reviewed the reasoning for the designs as presented in the 2015 Public Hearing maps. Items discussed in the email included the I-240 interchange with Patton Avenue near Hillcrest, the height of the I-240 flyover bridges, the westbound ramp from Patton Avenue to southbound I-26/I-240, and miscellaneous design issues along I-240. Further discussion regarding these items will follow during the design refinement process.

Chris Werner briefly discussed the 360 visualization locations submitted to the Working Group prior to the meeting. Several points were added in Section B and Section A. No points have been added at this time in Section C as the proposed viewshed in this area is not expected to change greatly from the current conditions. The Working Group suggested removing the following 360 visualization locations: Westgate, Hanover Street, and Pisgah View Apartments points. It was noted the Haywood Road points could potentially be combined and moved to the center of the bridge. The Working Group will further examine the recommended 360 visualization locations and submit to NCDOT any modifications by January 2017. Once the list of locations has been finalized, the project team will obtain video footage of these locations in February for use in preparing the 360 visualizations.

## MEETING SUMMARY

January 3, 2017

Page 4 of 4

Chris Werner began discussions regarding the City's betterment requests. The original spreadsheet the City submitted to NCDOT was repackaged and organized by site as opposed to type of betterment. Additionally, columns were added noting comments on the betterment, costs to NCDOT, costs to the City, and percentage of cost share. It should be noted, the costs were evaluated only for sidewalks and bicycle lanes. Cycle tracks, greenways, and other miscellaneous betterments were not included in the discussion. The City presented their updated and final betterment list, including the addition of two greenways, Smith Mill Creek greenway and Montford Neighborhood greenway. NCDOT will coordinate with the NCDOT Bicycle and Pedestrian Division to finalize the potential costs of the betterments and present the information to the Working Group at the next meeting. The City will provide a typical section for the preferred cycle track to NCDOT and note how it should be treated at signalized intersections. Betterment requests along Sand Hill Road and Bear Creek Road were discussed as potentially changing the typical section, increasing impacts to surrounding properties, and increasing the square-footage of bridges.

The meeting adjourned at 12:00 pm. The time and date of the next Working Group meeting will be determined closer to finalization of the Preferred Alternative traffic analysis. It is anticipated the next meeting will be held around the end of January or February. Discussions at Working Group #7 should include an update of the traffic operations analysis of the Preferred Alternative, refined cost estimates for the City of Asheville's betterment requests, and a discussion of noise policies specific to the Hillcrest community.

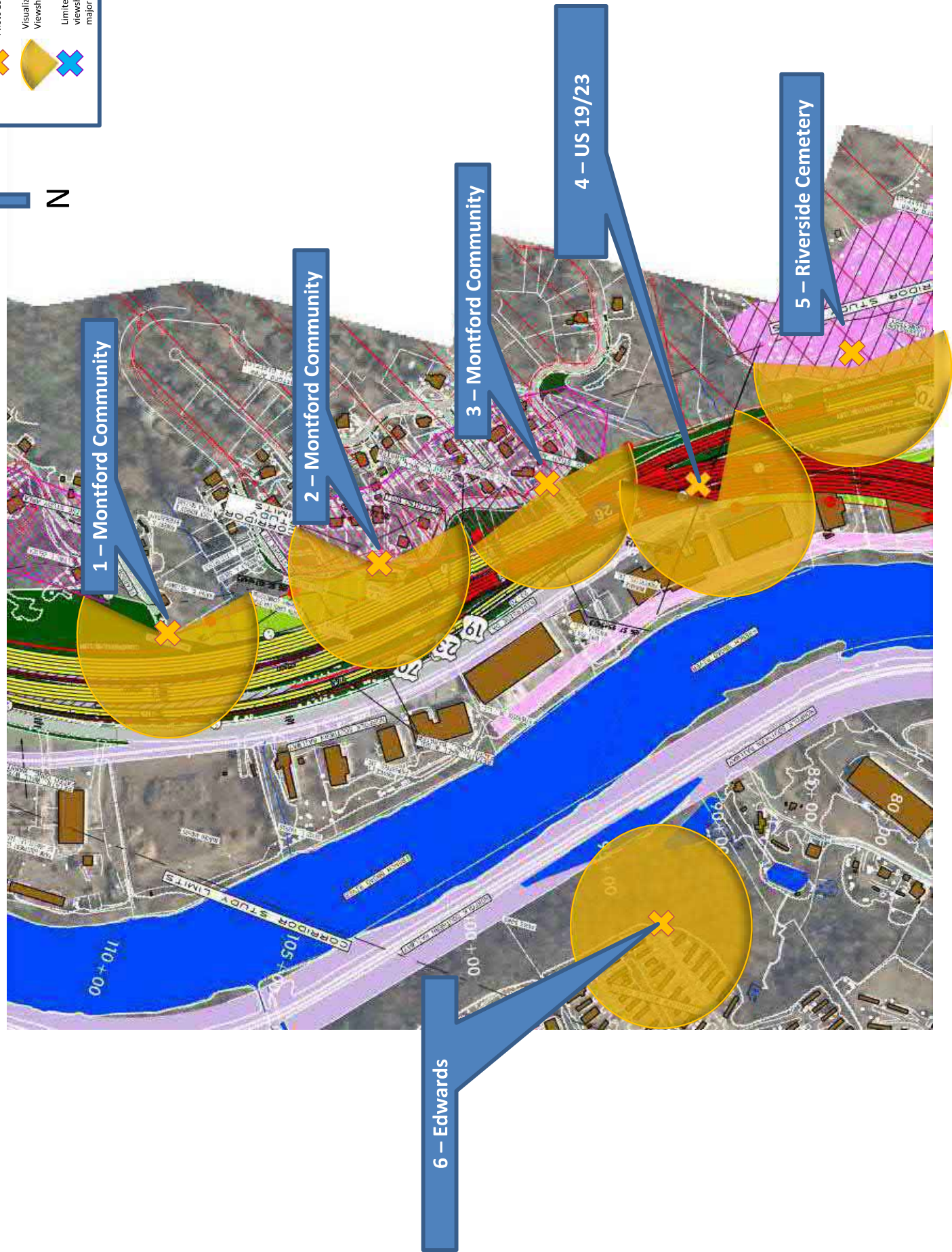
### Action Items

- NCDOT will provide the completed results, figures, and tables of the 2040 No Build analysis to the Working Group.
- Julie Mayfield noted she would provide NCDOT with a contact of the Fairfax Avenue area.
- Julie Mayfield, Ken Putnam, and Todd Okolichany will review current designs for the Amboy Road extension and provide NCDOT direction as to whether the designs should include right-in/right-out vehicular access to Fairfax Avenue and Virginia Avenue or whether it should only allow bicycle/pedestrian access.
- NCDOT will provide process information as to how neighborhood input is used in determining if a noise wall is constructed.
- The Working Group will continue to coordinate with the Housing Authority to obtain comments from the Hillcrest community on the project by January.
- Ken Putnam will begin coordinating internally to finalize the committee members of the AAC.
- NCDOT will coordinate with the FBRMPO to determine which recently updated plans should be added to the Final EIS.
- The Working Group will further examine the recommended visualization locations and submit to NCDOT any modifications by January 2017.
- NCDOT will check the date of parcel data used to contact communities, as there is a large amount of turnover in the neighborhoods that should be taken into consideration.
- Kevin Moore, NCDOT Roadway Design Unit will be contacted regarding the request to incorporate bicycle/pedestrian betterments on the Public Hearing Map typical sections with labels such as "funded by NCDOT" and "to be built with funding from others".
- Once the list of visualization locations has been finalized by the Working Group, NCDOT will obtain video footage of these locations in February for use in preparing the 360 visualizations.

Photo Locations

Visualization Viewshed

Limited viewshed or no major change





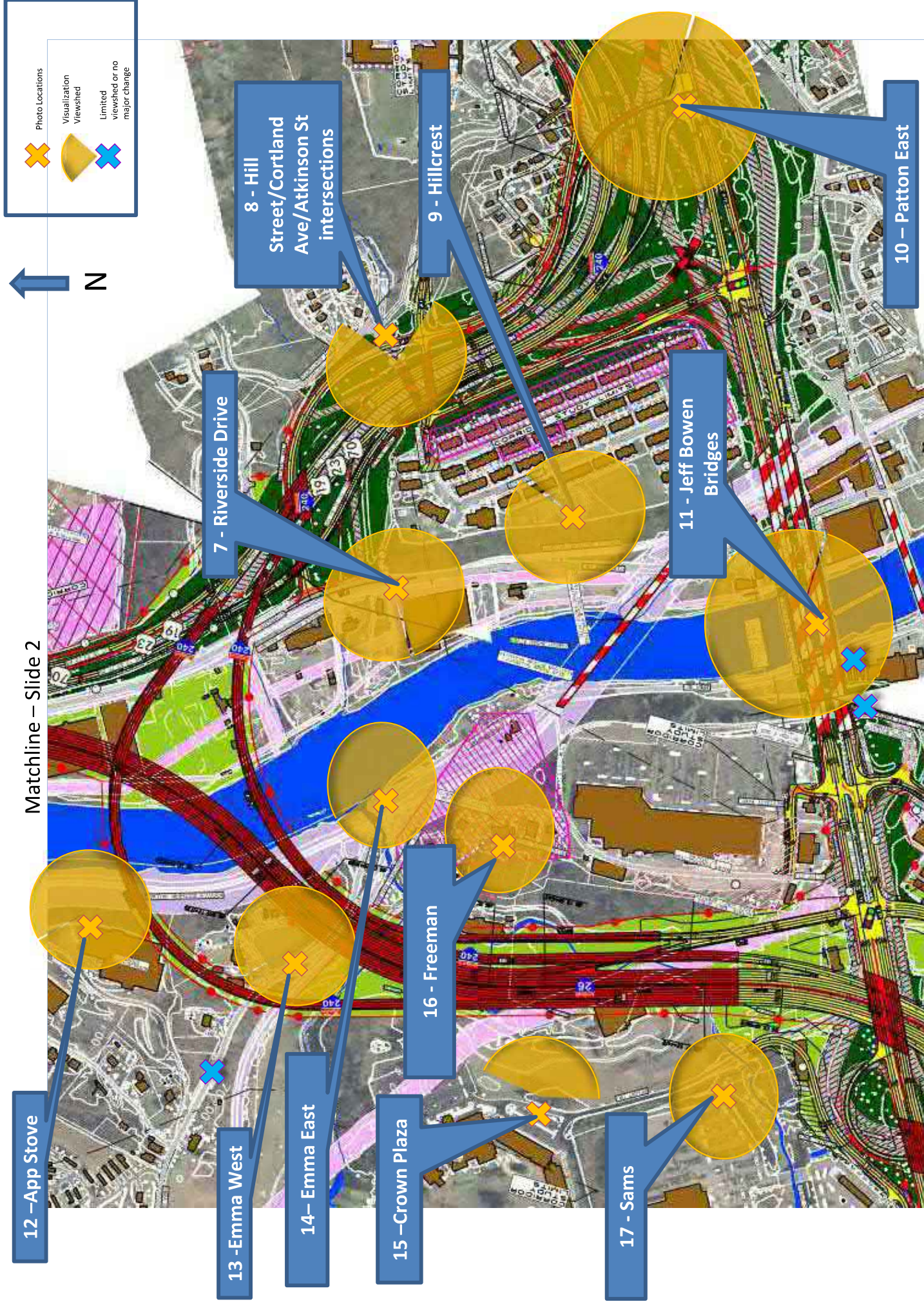




Photo Locations

Visualization Viewshed

Limited Viewshed or no major change

✕

🔍

✕

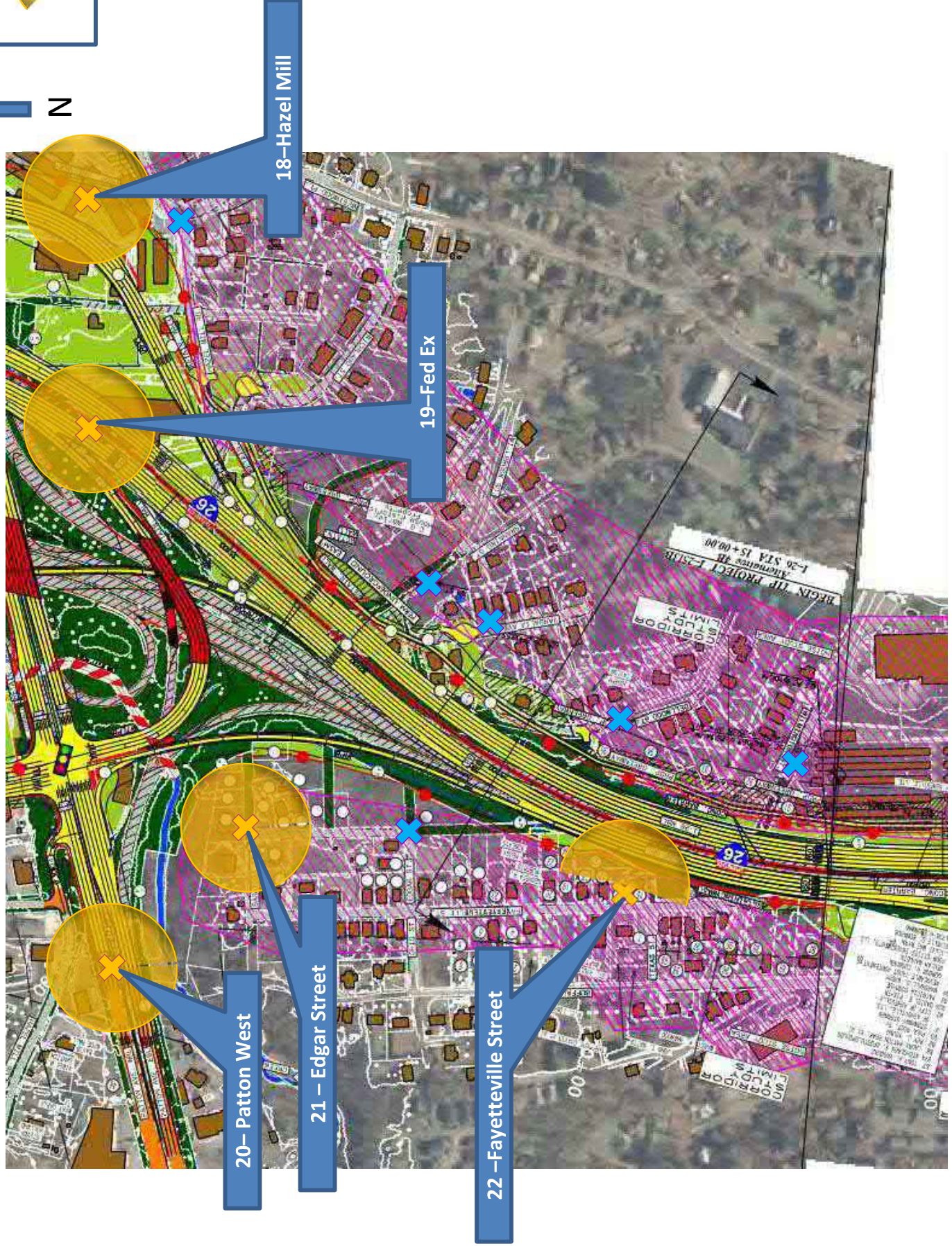




Photo Locations

Visualization Viewshed

Limited viewshed or no major change



Matchline – Slide 5

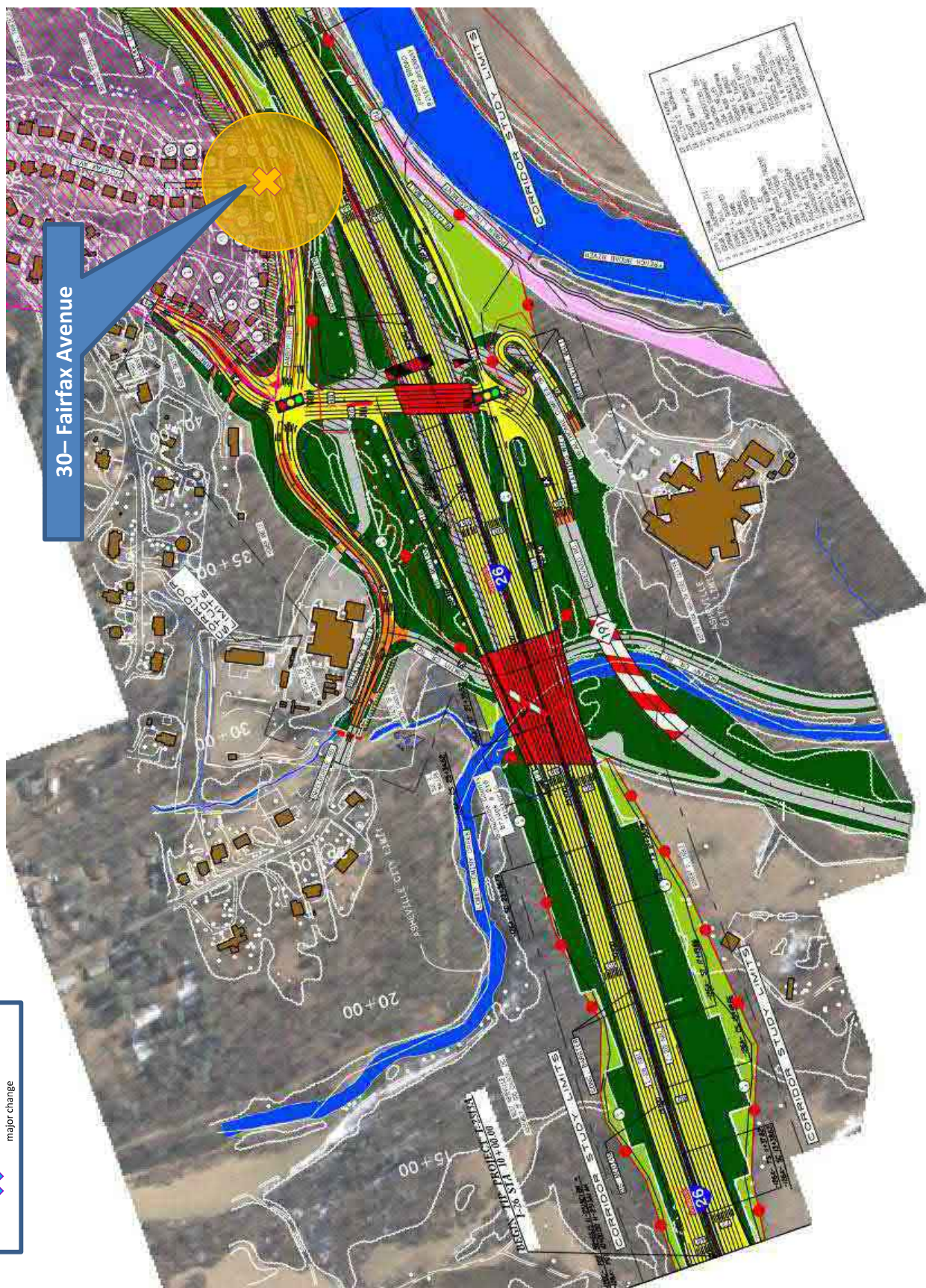




	Photo Locations
	Visualization Viewshed
	Limited viewshed or no major change







## Matchline – Slide 5



I-2513 Working Group #6 Attachments:

Please note:

Information included reflects the draft analysis of the future conditions without any major transportation infrastructure improvements (2040 No-Build Alternative). Currently, analysis for the Preferred Alternative (2040 Build Alternative) is underway. Upon completion, analyses for both alternatives will be reviewed for quality control and accuracy with the results documented in the Traffic Capacity Technical Memorandum and summarized in the Final Environmental Impact Statement

**Table 1: Year 2040 No-Build Alternative Level of Service Analysis**

Segment Number	Basic Freeway Segments	AM Peak Hour LOS	PM Peak Hour LOS
101	I-40 EB – West of SR 1200 (Wiggins Road)	F	D
102	I-40 WB – West of SR 1200 (Wiggins Road)	C	C
103	I-40 EB – Within SR 1200 (Wiggins Road) Interchange	E	D
104	I-40 WB – Within SR 1200 (Wiggins Road) Interchange	D	E
105	I-40 EB – SR 1200 (Wiggins Road) to Liberty Road	F	D
106	I-40 WB – Liberty Road to SR 1200 (Wiggins Road)	D	F
107	I-40 EB – Within Liberty Road Interchange	E	D
108	I-40 WB – Within Liberty Road Interchange	D	E
109	I-40 EB – Liberty Road to US 19-23-74A	F	E
110	I-40 WB – US 19-23-74A to Liberty Road	E	F
111	I-40 EB – Within US 19-23-74A Interchange	D	C
112	I-40 WB – Within US 19-23-74A Interchange	C	D
113	I-40 WB – Ramp From I-240 WB to Ramp from I-26 WB	B	C
114	I-40 WB – Ramp to I-26 EB to Ramp from I-240 WB	B	C
115	I-40 EB – Ramp to I-240 EB to Ramp from I-26 WB	C	B
116	I-40 WB – NC 191 (Brevard Road) to I-26/I-240	C	D
117	I-40 EB – Within NC 191 (Brevard Road) Interchange	D	B
118	I-40 WB – Within NC 191 (Brevard Road) Interchange	B	D
119	I-40 EB – NC 191 (Brevard Road) to US 25	E	C
120	I-40 WB – US 25 to NC 191 (Brevard Road)	C	E
121	I-40 EB – Ramp to US 25 to Ramp from US 25 SB	D	B
122	I-40 WB – Ramp to US 25 SB to Ramp from US 25 SB	C	D
123	I-40 WB – Ramp to US 25 NB to Ramp from US 25 NB	C	E
124	I-40 EB – East of US 25	F	C
125	I-40 WB – East of US 25	C	F
126	I-26 WB – South of NC 191 (Brevard Road)	E	D
127	I-26 EB – South of NC 191 (Brevard Road)	D	E
128	I-26 WB – Within NC 191 (Brevard Road) Interchange	D	C
129	I-26 EB – Within NC 191 (Brevard Road) Interchange	C	D
130	I-26 WB – Ramp from NC 191 (Brevard Road) to Ramp to I-40 EB	E	D
131	I-26 EB – Ramp from I-40 EB to Ramp to NC 191 (Brevard Road)	D	E
132	I-26 WB – Ramp to I-40 WB to Ramp from I-40 EB	C	B
133	I-26 EB – Ramp from I-40 WB to Ramp from I-40 EB	C	D
134	I-26 EB – Ramp to I-40 WB to Ramp from I-40 WB	B	C
135	I-240 EB – I-40 to NC 191 (Brevard Road)	F	D
136	I-240 WB – NC 191 (Brevard Road) to I-40	D	F
137	I-240 EB – Within NC 191 (Brevard Road) Interchange	E	D
138	I-240 WB – Within NC 191 (Brevard Road) Interchange	D	E

Segment Number	Basic Freeway Segments (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
139	I-240 EB – SR 3556 (Amboy Road) to US 19-23 Business	F	D
140	I-240 WB – US 19-23 Business to SR 3556 (Amboy Road)	D	F
141	I-240 EB – Ramp to Hanover Street to Ramp from US 19-23 Business	E	D
142	I-240 WB – Within US 19-23 Business Interchange	D	E
143	I-240 WB – Ramp to US 19-23-74A (Patton Avenue) to Ramp from Patton Avenue C-D	D	E
144	I-240 EB – Ramp to Westgate Access Road to Ramp from US19-23-74A (Patton Avenue)	D	C
145	I-240 EB – Ramp to US19-23-74A (Patton Avenue) to Ramp from US 19-23 SB	E	D
146	I-240 WB – Ramp to US 19-23 NB to Ramp from US19-23-74A (Patton Avenue)	D	E
147	US 19-23 NB – Ramp from I-240 WB to Ramp from Patton Avenue WB	D	D
148	US19-23-74A (Patton Avenue) SB – Ramp to I-240 WB to Ramp to I-240 EB	D	C
149	US 19-23-70 NB – Hill Street to SR 1781 (Broadway)	D	F
150	US 19-23-70 SB – SR 1781 (Broadway) to Riverside Drive	F	D
151	US 19-23-70 NB – Within SR 1781 (Broadway) Interchange	B	C
152	US 19-23-70 SB – Within SR 1781 (Broadway) Interchange	C	B
153	US 19-23-70 NB – SR 1781 (Broadway) to SR 1684 (Elk Mountain Road)	B	C
154	US 19-23-70 SB – SR 1684 (Elk Mountain Road) to SR 1781 (Broadway)	C	B
155	US 19-23-70 NB – Within SR 1684 (Elk Mountain Road) Interchange	B	C
156	US 19-23-70 SB – Within SR 1684 (Elk Mountain Road) Interchange	C	B
157	US 19-23-70 NB – North of SR 1684 (Elk Mountain Road)	B	C
158	US 19-23-70 SB – North of SR 1684 (Elk Mountain Road)	C	B
159	I-240 WB – Within Montford Avenue Interchange	E	F
160	I-240 EB – Within Haywood Street Interchange	F	E
161	I-240 WB – East of Montford Avenue	F	F
162	I-240 EB – East of Haywood Street	F	F
Segment Number	Freeway Merges and Diverges	AM Peak Hour LOS	PM Peak Hour LOS
201	I-40 EB – To SR 1200 (Wiggins Road)	F	E
202	I-40 WB – From SR 1200 (Wiggins Road) (Isolated Ramp – v/c ratio reported)	0.30	0.26
203	I-40 EB – From SR 1200 (Wiggins Road)	F	D
204	I-40 WB – To SR 1200 (Wiggins Road)	D	F
205	I-40 EB – To Liberty Road	F	D
206	I-40 WB – From Liberty Road	D	F
207	I-40 EB – From Liberty Road	F	E
208	I-40 WB – To Liberty Road	E	F
209	I-40 EB – To US 19-23-74A	D	C
210	I-40 WB – From US 19-23-74A	C	C
211	I-40 WB – From I-240 WB (Isolated Ramp – v/c ratio reported)	0.73	0.89
212	I-40 WB – To I-26 EB	B	C

Segment Number	Freeway Merges and Diverges (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
213	I-40 EB – To I-240 EB (Isolated Ramp – v/c ratio reported)	0.97	0.80
214	I-40 WB – From NC 191 (Brevard Road)	B	C
215	I-40 EB – From NC 191 (Brevard Road)	E	C
216	I-40 WB – To NC 191 (Brevard Road)	C	E
217	I-40 EB – to US 25	E	C
218	I-40 WB – from US 25 SB	C	E
219	I-40 EB – from US 25 SB	D	B
220	I-40 EB – from US 25 NB	F	C
221	I-40 WB – to US 25 NB	D	F
222	I-26 WB – to NC 191 (Brevard Road)	D	D
223	I-26 EB – from NC 191 (Brevard Road)	D	D
224	I-26 WB – from NC 191 (Brevard Road)	D	C
225	I-26 EB – to NC 191 (Brevard Road)	C	D
226	I-26 WB – To I-40 EB (Isolated Ramp – v/c ratio reported)	0.51	0.32
227	I-26 EB – From I-40 EB (Isolated Ramp – v/c ratio reported)	1.10	1.14
228	I-26 WB – To I-40 WB (Major Diverge)	D	C
229	I-240 EB – From I-40 EB	F	C
230	I-26 EB – From I-40 WB	C	D
231	I-240 WB – To I-40 WB	D	F
232	I-240 EB – To NC 191 (Brevard Road)	F	D
233	I-240 WB – From NC 191 (Brevard Road)	D	F
234	I-240 WB – To NC 191 (Brevard Road)	E	F
235	I-240 WB – From SR 3556 (Amboy Road)	F	F
236	I-240 EB – To Hanover Street	F	D
237	I-240 WB – From US 19-23 Business (Haywood Road)	D	F
238	I-240 EB – From US 19-23 Business (Haywood Road)	F	D
239	I-240 WB – To US 19-23 Business (Haywood Road)	E	F
240	I-240 WB – From US 19-23-74A (Patton Avenue)	E	F
241	I-240 EB – To US 19-23-74A (Patton Avenue) WB	F	E
242	I-240 EB – To Westgate Access Road	E	D
243	I-240 EB – From US 19-23-74A (Patton Avenue) EB (Major Merge – v/c ratio reported)	1.13	0.89
244	I-240 WB – From US 19-23-74A (Patton Avenue ) WB (Major Diverge)	D	F
245	I-240 EB – To US 19-23-74A (Patton Avenue) EB (Major Diverge)	E	D
246	I-240 EB – From US 19-23 SB	F	F
247	I-240 WB – From US 19-23-74A (Patton Avenue) WB (Isolated Ramp – v/c ratio reported)	0.51	0.90
248	I-240 WB – To US 19-23 NB	F	F
249	US 19-23-70 NB – To SR 1781 (Broadway)	D	F
250	US 19-23-70 SB – From SR 1781 (Broadway)	B	B

Segment Number	Freeway Merges and Diverges (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
251	US 19-23-70 NB – From SR 1781 (Broadway)	B	C
252	US 19-23-70 SB – To SR 1781 (Broadway)	D	C
253	US 19-23-70 NB – To SR 1684 (Elk Mountain Road)	B	C
254	US 19-23-70 SB – From SR 1684 (Elk Mountain Road)	C	B
255	US 19-23-70 NB – From SR 1684 (Elk Mountain Road)	B	C
256	US 19-23-70 SB – To SR 1684 (Elk Mountain Road)	C	B
257	I-240 WB – From Montford Avenue	F	F
258	I-240 EB – From Haywood Street (Isolated Ramp – v/c ratio reported)	0.23	0.39
259	I-240 WB – To Montford Avenue (Isolated Ramp – v/c ratio reported)	0.35	0.43
Segment Number	Freeway Weaving Segments	AM Peak Hour LOS	PM Peak Hour LOS
301	I-40 EB – US 19-23-74A to Ramp to I-26 EB	F	F
302	I-40 WB – Ramp from I-26 WB to US 19-23-74A	D	E
303	I-40 EB – Ramp from I-26 WB to NC 191 (Brevard Road)	C	B
304	I-40 WB – Ramp from US 25 NB to Ramp to US 25 SB	C	D
305	I-240 EB – NC 191 (Brevard Road) to SR 3556 (Amboy Road)	F	E
306	I-240 EB – Across Bowen Bridges	F	E
307	I-240 WB – Across Bowen Bridges	F	F
308	US 19-23-70 NB – US 19-23-74A (Patton Avenue) to Hill Street	D	F
309	US 19-23-70 SB – Riverside Drive to I-240	F	E
310	I-240 EB – Clingman Avenue to Montford Avenue	F	E
Segment Number	Signalized Intersections	AM Peak Hour LOS	PM Peak Hour LOS
401	US 19-23 & SR 1200 (Wiggins Road)	F	E
	Eastbound Left	F	F
	Eastbound Through/Right	B	B
	Westbound Left	D	C
	Westbound Through	D	F
	Westbound Right	F	E
	Northbound Left/Through/Right	C	C
	Southbound Left/Through	F	F
	Southbound Right	A	E
402	I-40 EB Ramps & SR 1200 (Wiggins Road)	F	E
	Eastbound Left/Through/Right	F	F
	Northbound Through/Right	F*	E
	Southbound Left	F	F
	Southbound Right	B	A
403	I-40 WB Ramps & SR 1200 (Wiggins Road)	E	D
	Westbound Left/Through/Right	E	E
	Northbound Left	F	D
	Northbound Through	B	B
	Southbound Through/Right	D	E

Segment Number	Signalized Intersections (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
404	<b>I-40 EB Ramps and Liberty Road</b> Eastbound Left/Right Northbound Through Northbound Right Southbound Left Southbound Through	C E B C E A	B D B C D B
405	<b>I-40 EB Ramps and Liberty Road</b> Westbound Left Westbound Right Northbound Left Northbound Through Southbound Through Southbound Right	C C B B B B B	C C B C B C B
406	<b>I-40 EB Ramps &amp; US 19-23-74 / SR 1245 (Acton Circle)</b> Eastbound Left Eastbound Through/Right Northbound Left Northbound Through Southbound Left Southbound Through/Right Southeast Left Southeast Through/Right	F F F F F F E F F	F E F F F F F F F
407	<b>I-40 WB Ramps &amp; US 19-23-74A</b> Eastbound Left Eastbound Right Northbound Left Northbound Through Southbound Through/Right	E F D F A F	F F E F A F
408	<b>East Oakview Road &amp; NC 191 (Brevard Road)</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through/Right Northbound Left Northbound Through Northbound Right Southbound Left Southbound Through Southbound Right	C E E E F D C B F A A	D F E E F B D B F B A
409	<b>I-40 EB Ramps &amp; NC 191 (Brevard Road)</b> Westbound Left Westbound Right Northbound Through Northbound Right Southbound Left Southbound Through	C D D B A E B	B E F A A E A
410	<b>SR 3413 (Bear Creek Road) / I-40 WB Ramps &amp; NC 191 (Brevard Road)</b> Eastbound Left/Through Eastbound Right Westbound Left/Through Westbound Right Northbound Left Northbound Through Northbound Right Southbound Left Southbound Through/Right	F F B F C F C C D F	F F A F C F D C F F

Segment Number	Signalized Intersections (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
411	<b>I-40 EB Off Ramp &amp; US 25 (Hendersonville Road)</b> Eastbound Left Eastbound Left/Through Eastbound Right Northbound Through Northbound Right Southbound Through	C F F E A B C	C D D C B B C
412	<b>NC 191 (Brevard Road) &amp; Rocky Ridge Road</b> Eastbound Left Eastbound Right Northbound Left Northbound Through Southbound Through Southbound Right	B E C D B B A	B F D F A B A
413	<b>I-26 EB Ramps &amp; NC 191 (Brevard Road)</b> Westbound Left Westbound Right Northbound Through Northbound Right Southbound Left Southbound Through	C F C C A E A	C E C C A D A
414	<b>I-26 WB Ramps &amp; NC 191 (Brevard Road)</b> Eastbound Left Eastbound Right Northbound Left Northbound Through Southbound Through/Right	C F E D A C	D F F D A F*
416	<b>I-240 EB Ramps &amp; NC 191 (Brevard Road)</b> Eastbound Left/Through Eastbound Right Northbound Through Northbound Right Southbound Left/Through	F D A A A F	F F A B A F
417	<b>I-240 WB Ramps &amp; NC 191 (Brevard Road)</b> Westbound Left/Through Westbound Right Northbound Left/Through Southbound Through Southbound Right	F F C F F A	F F F F B A
421	<b>US 19-23 Business (Haywood Road) &amp; I-240 WB Ramps</b> Eastbound Through/Right Westbound Left Westbound Through Southbound Left/Through Southbound Right	F F F E F F	E F F E E E
422	<b>US 19-23 Business (Haywood Road) &amp; I-240 EB On Ramp / Hanover Street</b> Eastbound Left Eastbound Through/Right Westbound Left/Through/Right Northbound Left/Through/Right Southbound Left/Through/Right	F F F F D	F C F F D

Segment Number	Signalized Intersections (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
424	<b>US 19-23-74A (Patton Avenue) &amp; NC 63 (New Leicester Highway)</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through Westbound Right Northbound Left/Through Northbound Right Southbound Left Southbound Left/Through Southbound Right	F F F* F F B F E F F D	F F C F F B F E F F E
425	<b>US 19-23-74A (Patton Avenue) &amp; SR 1332 (Louisiana Avenue)</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through/Right Northbound Left Northbound Left/Through Northbound Right Southbound Left Southbound Left/Through Southbound Right	F F F F F F F E F F D	F F F* F F F F D F F F
426	<b>US 19-23-74A (Patton Avenue) &amp; Florida Avenue</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through/Right Northbound Left/Through/Right Southbound Left Southbound Through/Right	E F F* F F* F E E	F F B F F F E F
428	<b>US 19-23-74A (Patton Avenue) &amp; Regent Park Boulevard</b> Eastbound Left Eastbound Through Eastbound Right Westbound Left Westbound Through/Right Northbound Left/Through/Right Southbound Left/Through Southbound Right	F E F A C D E F C	F F B A A F E F E
429	<b>US 19-23-74A (Patton Avenue) &amp; Westgate Service Road</b> Westbound Through Southbound Right	C B F	F F F
440	<b>US 19-23-70 SB Ramps / NC 251 (Riverside Drive) &amp; SR 1781 (Broadway)</b> Eastbound Left Eastbound Through Eastbound Right Westbound Left Westbound Through Westbound Right Northbound Left Northbound Through Northbound Right Southbound Left Southbound Through Southbound Right	F F F D F F A F E C F D B	F F F D F F A F E D F D B
441	<b>US 19-23-70 NB Ramps &amp; SR 1781 (Broadway)</b> Eastbound Left Eastbound Through Westbound Through/Right Northbound Left/Through Northbound Right	E F A F* F D	D F* B F* F D



Segment Number	Signalized Intersections (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
442	<b>SR 1781 (Broadway) &amp; Campus Drive</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through/Right Northbound Left/Through/Right Southbound Left/Through/Right	D F C F D F D	C F B F B F E
443	<b>US 19-23-70 SB Ramps &amp; SR 1684 (Elk Mountain Road)</b> Eastbound Through Eastbound Right Westbound Left Westbound Through Southbound Left/Through Southbound Right	C D D D A C D	C C D A C C D
444	<b>US 19-23-70 NB Ramps &amp; SR 1684 (Elk Mountain Road)</b> Eastbound Left Eastbound Through Westbound Through Westbound Right Northbound Left/Through Northbound Right	C D A C C D C	C D A D C D D
445	<b>Patton Avenue &amp; US 19-23-70 Off Ramp</b> Eastbound Through Southbound Left	F F F	F F F
446	<b>Patton Avenue &amp; Clingman Avenue</b> Eastbound Left Eastbound Through/Right Westbound Through/Right Northbound Left Northbound Through/Right Southbound Left/Through Southbound Right	F F F F D F C	F F E F F E D
447	<b>Patton Avenue &amp; French Broad Avenue</b> Eastbound Left/Through/Right Westbound Left/Through/Right Northbound Left Northbound Through/Right Southbound Left Southbound Through/Right	F F F* F E F F	F F F F E E F
449	<b>I-240 WB On Ramp &amp; Montford Avenue</b> Westbound Left Westbound Through/Right Northbound Left Northbound Through Southbound Through/Right	E F D E F D	E F C F C F
450	<b>Haywood Street &amp; Montford Avenue</b> Eastbound Left/ Through Westbound Through Westbound Right Northbound Left/Through Northbound Right Southbound Left Southbound Right	F F B F D D F E	F D C F E E F F

Segment Number	Signalized Intersections (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
451	<b>Haywood Street &amp; I-240 EB On Ramp</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through/Right Northbound Left Northbound Through/Right Southbound Left/Through Southbound Right	F F C E F E D F C	E E A D F F E F B
Segment Number	Unsignalized Intersections	AM Peak Hour LOS	PM Peak Hour LOS
415	<b>NC 191 (Brevard Road) &amp; Medical Center Entrance</b> Westbound Left/Right Southbound Left/Through	- F A	- F A
418	<b>Shelburne Road / Fairfax Avenue &amp; NC 191 (Brevard Road)</b> Eastbound Left Eastbound Through/Right Westbound Left Westbound Through/Right Northbound Left Southbound Left	- F F F F B A	- F F F F B B
419	<b>I-240 EB Off Ramp / Montana Street &amp; Hanover Street</b> Westbound Left/Through/Right Southbound Left/Through Northeastbound Left/Through/Right	- B A F	- B A F
420	<b>US 19-23 Business (Haywood Road) &amp; Burton Street</b> Eastbound Left Southbound Left/Right	- B F	- E F
423	<b>US 19-23 Business (Haywood Road) &amp; Westwood Place / Richmond Avenue</b> Eastbound Left Westbound Left/Through /Right Northbound Left/Through/Right Southbound Left/Through/Right	- C A F F	- C A F F
427	<b>US 19-23-74A/Patton Avenue WB &amp; Hazel Mill Road</b> Southbound Right	- E	- D
430	<b>Sam's Club Entrance &amp; Westgate Service Road</b> Eastbound Right	- B	- B
431	<b>Holiday Inn Drive &amp; Westgate Service Road</b> Southbound Right	- B	- C
432	<b>Cliff Street &amp; Westgate Service Road</b> Southbound Right	- B	- B
433	<b>Westgate Shopping Center &amp; Westgate Service Road</b> Southbound Right	- F	- F
434	<b>I-240 EB Off Ramp &amp; I-240 EB On Ramp</b> Westbound Left Northbound Through/Right	- A F	- A F
435	<b>Hazel Mill Road &amp; Craven Connector</b> Eastbound Left/Through Southbound Left/Right	- A C	- A D
436	<b>Riverside Drive &amp; US 19-23-70 SB On Ramp</b> Southbound Left	- D	- D
437	<b>Riverside Drive &amp; Hill Street</b> Eastbound Left/Through/Right Westbound Left/Through/Right Northbound Left/Through/Right Southbound Left/Through/Right	- F F A F	- F F A A
438	<b>Hill Street &amp; US 19-23-70 NB Off Ramp</b> Northbound Left/Right	- F	- D

Segment Number	Unsignalized Intersections (Continued)	AM Peak Hour LOS	PM Peak Hour LOS
439	<b>Atkinson Street &amp; Hill Street</b> Eastbound Left/Through/Right Westbound Left/Through/Right Northbound Left/Through/Right Southbound Left/Through/Right	- E C A A	- E C A A
448	<b>Montford Avenue &amp; Hill Street</b> Eastbound Left/Through/Right Westbound Left/Through/Right Northbound Left/Through/Right Southbound Left/Through	- F F B A	- F F B A

Note: WB means westbound, EB means eastbound, NB means northbound, SB means southbound. The analysis segment numbers correspond with analysis points shown in Figures 1 and 2. Segments in blue text are adjacent to the project area, or located along the project area boundary.

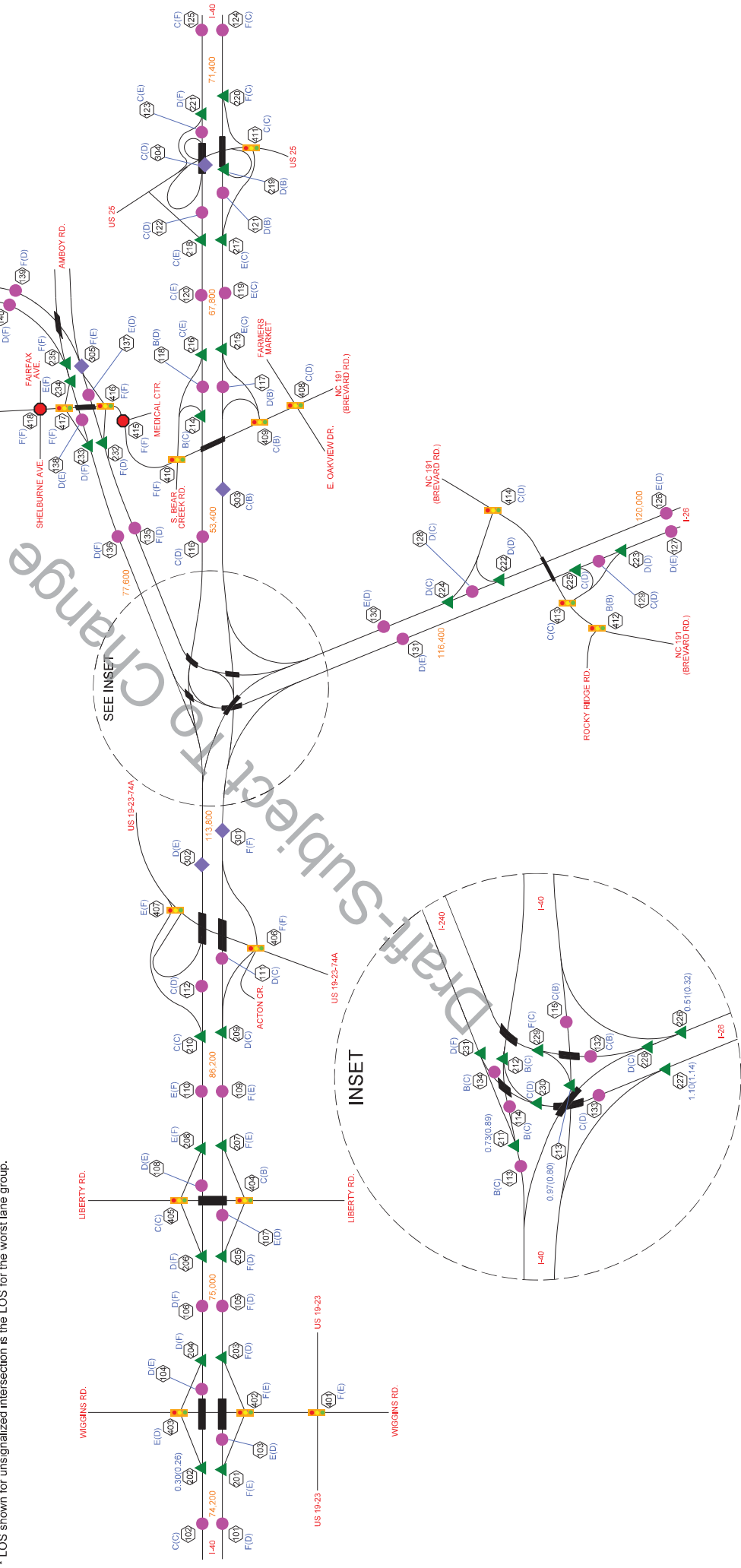
\* The volume-to-capacity (v/c) ratio for these movements is >1.00, but their LOS was better than F. Per the 2010 Highway Capacity Manual (Page 18-6, Exhibit 18-4), any lane group whose v/c ratio >1.00 defaults to LOS F.

Draft-Subject To Change



- Legend**
- Basic Freeway Segments
  - Freeway Ramp Junctions
  - Freeway Weaving Segments
  - Signalized Intersection
  - Unsignalized Intersection\*
  - Roundabout Intersection
  - LOS of V/C Ratio - AM(PM)
  - Analysis Reference Number
  - Average Daily Traffic

\* LOS shown for unsignalized intersection is the LOS for the worst lane group.





Legend

- Basic Freeway Segments
- Freeway Ramp Junctions
- Freeway Weaving Segments
- Signalized Intersection
- Unsignalized Intersection\*
- Roundabout Intersection
- LOS of V/C Ratio - AM(PM)
- Analysis Reference Number
- Average Daily Traffic

Date: October 2016

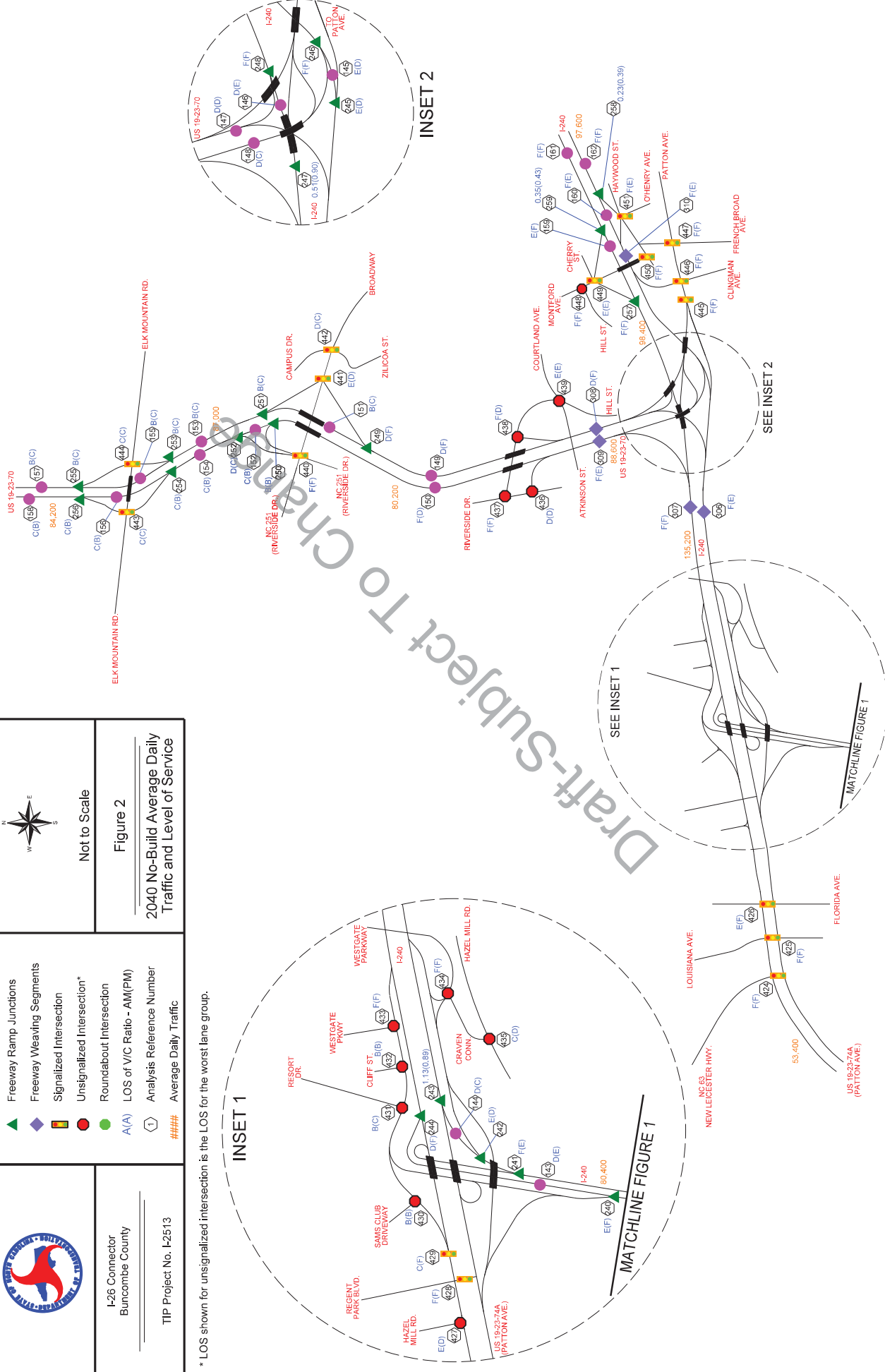


Not to Scale

Figure 2

2040 No-Build Average Daily  
Traffic and Level of Service

\* LOS shown for unsignalized intersection is the LOS for the worst lane group.





STIP I-2513 I-26 Connector

## WORKING GROUP #6 MEETING SIGN IN SHEET

November 18, 2016

NAME	AGENCY/ORGANIZATION	EMAIL
John Burris	AECOM	
Celia Foustree	AECOM	
Joanna Rocco	AECOM	
Chris Werner	AECOM	
Neil Dean	AECOM	
Michael Wray	NC DOT	
Gwen Wisler	City of Asheville	
Jan Creighton	Buncombe County	
Ken Putnam	COA	
Alice Olesby	AAC	
Nick Scherer	NC DOT Bicycle	
Kristine Solberg	<del>NC DOT</del> D13	
Lynba Zyvera	FSRMPD	
Bruce Emory	Asheville MMTC	
Jill McFarland	City of Asheville	
David L. Brown	NC DOT ROAD MEMBER	

Michael Dawson

FHWA





## STIP I-2513 I-26 Connector

**WORKING GROUP #6 MEETING SIGN IN SHEET**

November 18, 2016

[illegible]

## MEETING SUMMARY



To: Project File

From: Andrew Bell  
AECOM

Date: January 5, 2017

RE: I-240/I-26 Connection Discussion; December 15, 2016  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Joe Giegler – FHWA  
Derrick Weaver – NCDOT, Programs Management  
Michael Wray – NCDOT, PDEA  
Jim Dunlop – NCDOT, Congestion Management  
Elise Groundwater\* – NCDOT, Congestion Management  
Kevin Moore – NCDOT, Roadway  
Ricky Tipton\* – NCDOT, Division 13  
Andrew Bell - AECOM  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner - AECOM  
\*phone attendance

A meeting was held on December 15, 2016 with NCDOT and FHWA to discuss the interstate connections of I-26 and I-240. The primary topics of discussions were the signage and the next steps of the traffic analyses process.

Traffic analysis concepts such as reversing the existing ramp movements (i.e. braided ramps for I-26 southbound lanes and weaving for I-26 northbound lanes) were discussed; specifically, the flyover ramps classifications. It was determined the I-240 connections with I-26 would continue to be designed as two lane connections with I-26 due to the amount of traffic making either the merge or diverge movements and the sensitivity of two interstates merging.

AECOM will move forward analyzing the HCS components and Synchro components, developing initial roadway concepts, followed by identified “hot spot” locations (areas where traffic operations have been of previous concern) to be analyzed using Transmodeler. Once this effort is completed, AECOM will present this information to the meeting attendees for review and input, which will then be followed by the project study area-wide Transmodeler analysis for verification. It was noted, for non-hot spot locations, AECOM will make efforts to perform HCS and Synchro analysis and prepare initial roadway concepts that will be submitted via email for attendee review and input.

## MEETING SUMMARY

January 5, 2017

Page 2 of 2

Clarification was requested as to which TIP project will include physical improvements to Smokey Park Highway, should they be needed. It was determined, AECOM will perform the HCS and Synchro analysis, which will be reviewed with the meeting attendees and used to discuss the extent to which improvements in this area may be needed.

Kevin Moore noted, given the project will be going to Design-Build, geotechnical investigations can begin anytime. With input from AECOM, Kevin will submit the request to begin the geotechnical evaluation and note any areas (i.e. Montford) that more robust investigations are requested, which ultimately can be used to respond to comments received on the 2015 DEIS.

### Action Items

- AECOM will prepare the HCS, Synchro analysis, conceptual sketches, and possibly the Hot Spot analysis, which will be reviewed at an upcoming meeting with the attendees.
- AECOM will provide Kevin Moore input to assist in the geotechnical evaluation request. Kevin Moore will submit the request to begin the geotechnical evaluation.

## MEETING SUMMARY



To: Project File

From: Joanna Rocco  
AECOM

Date: March 2, 2017

RE: Traffic Concept Review Meeting  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Joe Geigle – Federal Highway Administration	Neil Dean – AECOM
Rick Tipton – NCDOT, Division 13	Celia Foushee - AECOM
Cole Hood – NCDOT, Division 13	Heath Gore – AECOM
Jim Dunlop – NCDOT, Congestion Management	Tom Hepler - AECOM
Kevin Moore – NCDOT, Roadway Design Unit	Chris Lucia - AECOM
Derrick Weaver – NCDOT, PDEA	Joanna Rocco – AECOM
Michael Wray – NCDOT, PDEA	Eric Spalding - AECOM
Peter Trencansky – Patriot Transportation Eng.	Chris Werner – AECOM
Andrew Bell – AECOM	

The project team met with FHWA and NCDOT to discuss initial traffic capacity results and design concepts for I-2513 I-26 Connector Section C and the lower part of Section A. The main discussion points included whether or not lane continuity was appropriate/feasible in some areas, and where it was most appropriate to drop lanes. Additional discussion areas included the following:

- The reduction of through lanes within the I-40 & I-26 interchange
- Evaluation of laneage and weave distance from I-26 to Smoky Park ramp
- Evaluation of laneage from I-40 EB to I-26 NB, which could include switching the two lane ramp to include an option lane (would eliminate additional far left lane that develops for exit), or potentially carry only two lanes through on I-40. The loop from I-26 EB would then be able to continue downstream on I-40 EB as a lane add.
- Evaluation of I-26 SE Loop onto I-40 EB to determine if more acceleration length needed, if there is appropriate room for taper, and if extension of this lane thru the next ramp (if we reduce the continuous I-40 EB lanes from 3 to 2)
- General consensus at Acton Circle is to choose the right-out only option
- Spread diamond at Brevard and Amboy would help with the weaving issues; one of the interchanges could possibly be eliminated
- A discussion was held regarding whether or not roundabouts are a feasible solution at Amboy

## MEETING SUMMARY

March 2, 2017

Page 2 of 2

- Due to the need to reevaluate current design configurations, and the scheduling of an additional meeting with NCDOT to discuss further, the hot spot analysis will likely take an additional two weeks for design revisions.

### Action Items

- Project team to coordinate with NCDOT to schedule follow-up meeting for Section C and lower portion of Section A. *Update: A design charrette for Section C and A has been scheduled for March 2<sup>nd</sup> at 1pm.*
- Project team to coordinate with NCDOT to schedule meeting to review traffic and design concepts for Section B and upper portion of Section A. *Update: A design charrette for Section B and A has been scheduled for March 16<sup>th</sup> at 1pm.*

## MEETING SUMMARY



To: Project File

From: Chris Werner  
AECOM

Date: May 15, 2017

RE: I-2513 Working Group Meeting #7  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Felix Davila – FHWA  
Michael Dawson – FHWA  
David Brown – NCDOT Board Member  
Jon Creighton – Buncombe County  
Bruce Emory – City of Asheville  
Julie Mayfield – City of Asheville  
Todd Okolichany – City of Asheville  
Ken Putnam – City of Asheville  
Gwen Wisler – City of Asheville  
Alan McGuinn – Asheville Design Center  
Tristan Winkler – FBRMPO  
Lyuba Zuyeva – FBRMPO

Alice Oglesby – AAC  
DeWayne Barton – Burton Street Community  
Rick Tipton – NCDOT Division 13  
Cole Hood – NCDOT Division 13  
Derrick Weaver – NCDOT Programs Management  
Michael Wray – NCDOT PDEA  
Nick Scheuer – NCDOT Bike & Ped  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team met with the I-2513 Working Group at 1:00 PM February 20, 2017 in the Land of Sky Regional Council conference room in Asheville, NC. The purpose of the meeting was to discuss the status of the community small group meetings, the status of the traffic operations analysis and preliminary design refinements, the schedule of the Final EIS, action items from the previous Working Group meeting held on November 18, 2016, review the 2016 Traffic Noise Policy in regards to the voting, review the preliminary cost estimates for the betterment requests from the City, and discuss topics for the next Working Group meeting. This Working Group meeting was opened to the public. Members of the public are not included in the above meeting attendees list; however are shown on the attached sign-in sheet.

### Project Status Update

- Michael Wray gave an update on the status of the small group meetings. It was noted the project team was meeting with the Burton Street Community for a follow up discussion later in the evening. The small group meeting with Fairfax Avenue and Virginia Avenue neighborhoods will occur on March 21, 2017. The meeting with the Hillcrest community will also occur on March 21, 2017. It was noted since both communities requested the same date and time for their respective meetings, representatives of the City of Asheville and the project team would divide to attend the meetings. The project team will meet with the East West Asheville Neighborhood Area (EWANA)



community in either April or May. It was noted these meetings are the only small group meetings scheduled for the near future. Later in the meeting, NCDOT noted the project team is waiting to meet with Montgomery Street residents and business owners until traffic operations analysis and preliminary design refinements have been reviewed to determine if the collector/distributor (C/D) roads along I-40 in Section C are still required.

- Chris Werner provided an update on the traffic operations analysis and preliminary design refinements. The limits of focus for Section C analyses have been extended to State Street in Section A. The first traffic/design review meeting was held on February 8, 2017 with NCDOT, FHWA, and the project team; it was noted these meetings are being held to expedite the traffic operations analysis/preliminary design refinement iterative process. Interchanges within Section C are very close to one another and therefore are being analyzed, from a traffic operations perspective, as one system; however, no specific lane configurations have been finalized at this time. The project team is still investigating a potential ramp in the northeast quadrant of the I-40 interchange with Smokey Park Highway, which was discussed at the last Working Group meeting. The project team is still investigating the number of lanes required on I-26 through Asheville. Additionally, as a part of this process, the project team is coordinating with FHWA and NCDOT regarding the lane continuity and lane balancing within the project.
- Regarding the schedule, the Final EIS is scheduled to be completed in Winter 2017/2018. Based on the right-of-way schedule for the project, it is not anticipated pushing the FEIS out will have an impact on the right of way and let year of 2020 as identified in the Draft 2017-2027 STIP.

#### **Review Working Group Meeting #6 Action Items (Working Group)**

- As noted above, a small group meeting with Fairfax Avenue and Virginia Avenue neighborhoods will occur on March 21, 2017. Ken Putnam gave an update on coordination efforts with the bicycle and pedestrian division regarding access restrictions to Fairfax Avenue and Virginia Avenue, noting this should be a topic of discussion during the community meeting.
- As noted above, as small group meeting with the Hillcrest Community is scheduled for March 21, 2017.
- Ken Putnam noted coordination efforts for the City of Asheville to internally finalize the committee members of the AAC are still pending.
- The imagery for the 360 visualizations has been collected by the project team; however, after further coordination with residents of Montford, additional visualization points have been added.

#### **Review Working Group Meeting #6 Action Items (NCDOT)**

- The project team discussed the 2016 Traffic Noise Policy regarding the voting process for determining where noise walls would be located in the project, specifically in reference to the Hillcrest Apartment community. Property owners and their tenants will be solicited to obtain their preference on a noise barrier, with points per ballot distributed based on whether or not the person is a resident of the property, whether that resident owns or rents the property, and whether or not the resident's property is adjacent to the right of way of the roadway. The points will be distributed as follows:
  - 5 points/ballot for adjacent property owners who reside at property
  - 4 points/ballot for adjacent property owners who rent property to others
  - 3 points/ballot for all non-adjacent property owners who reside at property
  - 2 points/ballot for all non-adjacent property owners who rent property to others
  - 1 point/ballot vote for all tenants of rental property

- It was requested the project team bring visualization tools of the potential noise walls for the Hillcrest Community small group meeting. The project team will coordinate with the NCDOT Traffic Noise & Air Quality Group in order to have a representative attend the Hillcrest Community small group meeting
- **Aside:** A representative from the NCDOT Traffic Noise & Air Quality Group will contact Lael Gray, member of the public, to discuss her questions on the project noise analysis.
- **Aside:** A member of the public inquired as to whether an air quality analysis has/is being prepared to determine the impacts the project will have on air quality. It was noted project is located in Buncombe County which has been determined to comply with the National Ambient Air Quality Standards. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area.
- **Aside:** A member of the public inquired as to whether NCDOT is analyzing the effects of removing trees for construction and how this will change noise throughout the project study area. NCDOT explained that small rows of trees do not act as effect noise abatement and therefore the analysis was completed as if the trees were not in place.
- At the FBRMPO/TCC meeting held in November 2016, it was requested the project team provide a visual representation of the 2040 base year calibrated model. It was discussed presentation of this information would be much more beneficial in a meeting setting so that it may be explained. The project team will present at the May 25, 2017 FBRMPO Board meeting.

### **Betterments Discussion**

Discussions followed regarding the City's betterment requests and the draft cost estimates the project team has determined.

- The project team will finalize cost estimates of the City of Asheville's betterment request after reviews are conducted by NCDOT's Bicycle and Pedestrian Division.
- It was suggested in areas where bike lanes will be incorporated, the lane width could be reduced to 11 feet, with a 5 foot bike lane.
- It was requested if sidewalks could be eliminated on one side of the Amboy Road Extension. It was suggested the pros and cons of this request should be considered before a decision is made.
- It was questioned, should a cycle track be incorporated, what changes to traffic signals would be required. It was noted if a cycle track is incorporated; the need for additional traffic signal analysis will be coordinated at that time.
- With regard to bicycle and pedestrian movements along Haywood Road, it was noted, crossing the existing bridge over I-240 is the area of most concern with regard to safety. Given the adjacent businesses and historic resources, special consideration should be given on how the refined designs are prepared.
- It was suggested the City of Asheville consider a separate project, which would include adding crosswalks at the Patton Avenue intersection with Florida Avenue.
- Ken Putnam will transmit to the project team, Smith Mill Creek Greenway concepts prepared by the City of Asheville Greenway Committee.
- With regard to the betterment request of including a cycle track, sidewalks, and a greenway along Patton Avenue, Ken Putnam will coordinate to confirm this is the City's desire. It was suggested that the cycle track, sidewalks, and greenway be replaced with a multi-transportation path along the south side of Patton Avenue from Florida Avenue to Clingman Avenue.

- Given Atkinson Street currently has sidewalks in both directions; these sidewalks will be replaced by NCDOT.
- Ken Putnam will coordinate with the project team as to the specific location of the requested greenway location near Brevard Road and I-40.
- With regard to the City's request to reduce the pavement in areas of turns at ramp termini, it was explained these areas are provided to accommodate the project design vehicle (tractor-trailer: WB-53). Proposed pavement will be limited to only accommodate the turning radius of the design vehicle.
- With regard to the City's request for the construction of a greenway from the Captain Jeff Bowen Bridges to Clingman Avenue; it was noted that the designs presented in the 2015 Public Hearing Maps shows replacement of existing sidewalk in this area. Should the City prefer to replace this with a greenway, then the City will have to cover the increase in cost.
- It was requested the project team coordinate internally to determine if bus/fire department signal preemption is an up-front betterment request.
- It was noted these are preliminary cost estimates and therefore likely to change. It was noted that in areas where betterment requests are adjacent to sensitive areas, there may be pinch points so impacts do not increase. Once the betterments requests and costs are finalized, the City of Asheville should determine what, if any changes would be acceptable to the betterments. Additional follow-up will occur within the City of Asheville to get clarification on some of the betterment requests with regard to greenways, Bear Creek Road, Amboy Road, Brevard Road, and Atkinson Road, among others. The schedule for finalization of the betterments to be incorporated was discussed. It was noted that an agreement from the City on the final betterments to be incorporated would be needed before the project is let for construction; however, the sooner the project team knows the betterments to be incorporated, the better they can be reflected in the project designs and shown on project mapping. NCDOT would prefer the City of Asheville to provide an initial "Letter of Commitment" on betterments which the City of Asheville is requesting. Minor things within the right of way can be decided closer to the let date. Ken Putnam thanked the project team for reviewing the City's betterment requests, discussing the feasibility, and preparing cost estimates for their use in determining which betterments will be formally requested. The project team will continue to coordinate with the City to further refine the betterment request for a future Working Group meeting.
- **Aside:** A member of the public requested traffic forecasts prepared for the project be made available for public access.
- **Aside:** A member of the public questioned when the City of Asheville's Requests for Proposals (RFP) would be issued for a private engineering firm to assist the City in coordination with NCDOT on the project. It was explained the RFP was to be issued on February 24th and selection of a firm on April 25th.

The meeting adjourned at 3:30 pm. The time and date of the next Working Group meeting will likely be scheduled around the same time as the May FBRMPO meeting where the project team will present on the base year calibrated model. Discussions at Working Group #8 will likely include an update of the traffic operations analysis of the Preferred Alternative and finalized cost estimates for the City of Asheville's betterment requests.

#### Action Items

- The project team will bring visualization tools of the potential noise walls for the Hillcrest Community small group meeting. Additionally, the project team will coordinate with the NCDOT noise and air representative to attend the Hillcrest small group meeting.

- Ken Putnam noted coordination efforts for the City of Asheville to internally finalize the committee members of the AAC are still pending.
- During the March 21, 2017 small group meeting with Fairfax Avenue and Virginia Avenue neighborhoods, the project team will inquire with the public to gauge their opinion on the right-in/right-out access with the Amboy Road Extension as shown in the 2015 Public Hearing Maps.
- A representative from the NCDOT Traffic Noise & Air Quality Group will contact Lael Gray to discuss her questions on the project noise analysis.
- At the FBRMPO/TCC meeting held in November 2016, it was requested the project team provide a visual representation of the 2040 base year calibrated model. It was discussed presentation of this information would be much more beneficial in a meeting setting so that it may be explained. The project team will present at the May 25, 2017 FBRMPO Board meeting.
- The project team will coordinate with the City to finalize cost estimates of the City of Asheville's betterment request; after which reviews will be conducted by the NCDOT's Bicycle and Pedestrian Division.
- It was requested if sidewalks could be eliminated on one side of the Amboy Road Extension. Pros and cons of this request will be developed and considered before a decision is made.
- It was suggested the City of Asheville consider a separate project, which would include adding crosswalks at the Patton Avenue intersection with Florida Avenue.
- Ken Putnam will transmit to the project team, Smith Mill Creek Greenway concepts prepared by the City of Asheville Greenway Committee.
- With regard to the betterment request of including a cycle track, sidewalks, and a greenway along Patton Avenue, Ken Putnam will coordinate to confirm this is the City's desire. It was suggested that the cycle track, sidewalks, and greenway be replaced with a multi-transportation path along the south side of Patton Avenue from Florida Avenue to Clingman Avenue.
- Ken Putnam will coordinate with the project team as to the specific location of the requested greenway location near Brevard Road and I-40.
- The project team will coordinate to determine if bus/fire department signal preemption is an up-front betterment request.
- Additional follow-up will occur within the City of Asheville to get clarification on some of the betterment requests with regard to greenways, Bear Creek Road, Amboy Road, Brevard Road, and Atkinson Road, among others.
- The project team will continue to coordinate with the City to further refine the betterment request for a future Working Group meeting.
- The project team will coordinate for traffic forecasts prepared for the project to be made available for public access.
- Per the Working Group's direction, the project team will include a public comment/Question/Answer section at the end of future Working Group meeting agendas.



## STIP I-2513 I-26 Connector

## WORKING GROUP #7 MEETING SIGN IN SHEET

February 20, 2017

[illegible]



STIP I-2513 I-26 Connector

## WORKING GROUP #7 MEETING SIGN IN SHEET

February 20, 2017

NAME	AGENCY/ORGANIZATION	EMAIL
Celia Foushee	Atcom	
Chris Werner	Atcom	
Joanna Rocco	Atcom	
Michael Wray	NC DOT	
Derrick Weaver	NC DOT	
Neil Dean	Atcom	
Ken Putnam	COA	
Todd Okolichar	COA	
Gwen Kistler	COA	
Bruce Emory	Asheville Multimodal Transport Forum	
ALAN MESSININ	Asheville DEKAL CENTER.	
Michael Dawson	FHWV	dawson_michael@calyxos.com
Felix Davila	FHWV	Felix.davila@dot.gov
Rick Tipton	NC DOT	Rtipton@ncdot.gov
Julie McFarland	COA	
David L. Blum	NC DOT BOARD MEMBER	



## MEETING SUMMARY



To: Project File

From: Celia Foushee  
AECOM

Date: March 30, 2017

RE: 3/13/17 Betterments Discussion Call with Ken Putnam  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Ken Putnam – City of Asheville\*  
Neil Dean – AECOM

Joanna Rocco – AECOM  
Celia Foushee – AECOM

The project team held a conference call with the City of Asheville to discuss the betterments list and to identify action items in order to finalize the betterments. Discussion points and action items (bolded) are summarized below.

- The requested additional berm can be removed from locations where it is not as feasible. **AECOM will break out the cost of the additional berm width in the betterments spreadsheets to show the cost of the betterment with and without the berm.**
- Amboy Road and Shelburne Road: the cycle track was pursued for continuity purposes from another project that has been identified in the City's RADTIP. **It was requested AECOM proceed with a cost estimate for the cycle tracks on these locations. Additionally, the City of Asheville is revising its request for sidewalks on Amboy Road so that sidewalk would be constructed on only the north side of the road.**
- Patton Avenue: the request for the multi transportation path along the south side of the roadway is likely feasible. At the proposed intersection of Patton and Regent Park, the following options were discussed: an at-grade crossing, pedestrian tunnels crossing under the interchange ramps and Patton Avenue that closely follow Smith Mill Creek, and several options following the recommendations from the Greenway Committee which would remove the multi transportation path from the roadside and follow Smith Mill Creek. **AECOM will further discuss this location with the NCDOT Bicycle and Pedestrian Division and Roadway Design Unit.** It was also noted no further investigations into a cycle track along Patton Avenue are warranted at this time. The City would still like to include a sidewalk on the north side of Patton Avenue.
- Regarding the sidewalk proposed along Patton Avenue east of the Captain Jeff Bowen bridges, it was suggested this become a multi transportation path instead of a sidewalk. **AECOM will coordinate with NCDOT to determine the feasibility of this request. AECOM will also investigate modifying the access to the River Arts District to a switchback path as opposed to the current stairs.**

## MEETING SUMMARY

March 30, 2017

Page 2 of 2

- Atkinson Street: the existing typical section includes sidewalks on both sides. NCDOT will replace the existing sidewalks on both sides at no cost to the City of Asheville when using a standard berm width.
- Brevard Road: new development may occur in the northwest quadrant of the proposed intersection. **AECOM will verify the existing control of access along Brevard Road and Bear Creek Road.** It was noted no further investigations into a cycle track along Brevard Road are warranted at this time. However, the City requested that AECOM include an estimate for the cost of widening the bridge to accommodate a future cycle track. It was agreed that this cost would be a 100 percent cost to the City. NCDOT has already agreed to widen the bridge over I-26 to provide for the addition of a sidewalk.
- Bear Creek Road (Site 11) has not had a cost estimate completed for the requested improvements. It was decided to indefinitely defer, as part of this project, completing these estimates and improvements due to the likely costs and additional impact that would result. No further investigations will occur.
- Sand Hill Road: This is a designated bicycle route. The designs will include a 4-foot shoulder on the bridge at no cost to the City. The City is no longer requesting sidewalks at this location.
- Transit: The City has not further discussed this betterment. **AECOM will draft an email with a suggested betterment solution for the City of Asheville to consider.**
- Riverside Drive: the county is completing a feasibility study for a greenway along the facility. It will need to be coordinated with the Riverside Drive widening project (U-5868). The County has proposed the greenway to be parallel with Riverside Drive; however, the City would prefer the greenway to be parallel to the French Broad River.

## MEETING SUMMARY



To: Project File

From: Joanna Rocco  
AECOM

Date: May 24, 2017

RE: 05/09/17 meeting with FHWA to discuss project status  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Clarence Coleman – FHWA  
Joe Geigle – FHWA  
John Sullivan – FHWA  
Derrick Weaver - NCDOT

Andrew Bell – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team held a meeting with FHWA at the FHWA division office in Raleigh to discuss the project status and the preliminary results of the traffic capacity analysis and design concept development. The following includes the main discussion items during the meeting:

- The project team discussed the design charrettes that have taken place, the results of the draft capacity analysis, and the preliminary design concept sketches for the project.
- FHWA suggested their headquarters office review the following reports:
  - Hotspot Microsimulation
  - Project-wide Microsimulation
  - Current and previous traffic forecasts as well as peak hour volume comparisons
  - Draft Capacity Analysis results recently prepared based upon the new traffic forecast
  - Draft conceptual design sketches based upon the draft capacity analysis
- FHWA requested headquarters visit the project study area and hold a meeting with the project team in Asheville. This meeting is anticipated to be held in June. It was noted the project team will be in Asheville June 5<sup>th</sup> through 6<sup>th</sup> for small group meetings.
- FHWA suggested a Failure Year Analysis would be beneficial in determining the typical section of Section A. If the Failure Year Analysis shows this portion of the project would fail shortly after the design year of 2040, it may be recommended that the designs accommodate for future lane additions.
- The project team will discuss further with NCDOT Roadway Design to determine the appropriate typical section to allow for potential future widening, if necessary.

MEETING SUMMARY

May 24, 2017

Page 2 of 3

Action Items:

- AECOM to submit the hotspot microsimulation, project-wide microsimulation, current and previous traffic forecasts as well as peak hour volume comparisons, draft capacity analysis results recently prepared based upon the new traffic forecast, and the draft conceptual design sketches based upon the draft capacity analysis.
- FHWA to schedule a field review meeting with FHWA headquarters in Asheville.
- AECOM will coordinate with NCDOT regarding preparation of the Failure Year Analysis.

MEETING SUMMARY

May 24, 2017

Page 3 of 3

Action Items:

- AECOM to coordinate with Joe Geigle regarding the approach for the Failure Year Analysis.
- AECOM to coordinate with Brian Wert regarding the growth rates to be used for the Failure Year Analysis.
- AECOM to coordinate with NCDOT Congestion Management on what sections to perform analysis once an approach and growth rate have been determined.

## MEETING SUMMARY



To: Project File

From: Joanna Rocco  
AECOM

Date: May 24, 2017

RE: 05/15/17 discussion on FHWA Request for Failure Year Analysis (conference call)  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Meeting Attendees:

Michael Wray – NCDOT, PDEA	Celia Foushee – AECOM
Jim Dunlop – NCDOT, Congestion Management	Joanna Rocco – AECOM
Elise Groundwater – NCDOT, Congestion Management	Chris Werner – AECOM
Andrew Bell – AECOM	

The project team held a conference call with NCDOT to discuss the May 9<sup>th</sup>, 2017 meeting with FHWA, where it was determined a Failure Year Analysis would be beneficial in determining the typical section of Section A. If the Failure Year Analysis shows this portion of the project would fail shortly after the design year of 2040, it may be recommended that the designs accommodate for future lane additions.

At the FHWA meeting, the project team discussed the design charrettes that have taken place, resulting in design concept sketches for the project. FHWA suggested their headquarters office review the following reports:

- Hotspot Microsimulation
- Project-wide Microsimulation
- Current and previous traffic forecasts as well as peak hour volume comparisons
- Draft Capacity Analysis results recently prepared based upon the new traffic forecast
- Draft conceptual design sketches based upon the draft capacity analysis

It was noted the Capacity Analysis will likely be in draft form. FHWA would also like headquarters to visit the project study area and hold a meeting with the project team in Asheville. This meeting has not been scheduled; however, it is anticipated this meeting will be held in June.

A discussion was held regarding what sections would be analyzed for the failure year. It was agreed that Section C and A would be beneficial, and only for freeway segments. Section B will be included up to the I-26/I-240 split. This will be confirmed once AECOM gets additional clarification from Joe Geigle of FHWA regarding the approach for the analysis. AECOM will coordinate with Brian Wert in order to estimate volumes for the future failure year analysis.



MEETING SUMMARY

May 24, 2017

Page 2 of 2

Action Items:

- AECOM will contact Joe Geigle of FHWA to confirm approach and methodology. AECOM will also inquire regarding FHWA's preference on whether the analysis should be prepared until the first segment with failure is identified or whether the analysis should be completed to the point which failure is identified for the full corridor.
- AECOM will coordinate with Brian Wert in order to estimate volumes for the future failure year analysis.
- AECOM will coordinate with NCDOT Congestion Management regarding analysis coordination with FHWA has been completed.

## MEETING SUMMARY



To: Project File

From: Celia Foushee  
AECOM

Date: August 14, 2017

RE: FBRMPO Meeting  
I-26 Connector Status Update  
NCDOT STIP Project I-2513 (I-26 Connector)

---

### Project Team Meeting Attendees:

Kristina Solberg – NCDOT Division  
Michael Wray – NCDOT, PDEA  
Peter Trencansky – Patriot Transportation  
Neil Dean – AECOM  
Celia Foushee – AECOM  
Joanna Rocco – AECOM  
Chris Werner – AECOM

The project team was invited to attend and present at the FBRMPO meeting held at 12:00 PM May 25, 2017 in the Land of Sky Regional Council conference room in Asheville, NC. The purpose of the project team's attendance was to provide a brief project update and discuss the status of the traffic capacity analysis and review the base year calibrated model for the I-2513 traffic microsimulation.

Chris Werner began the presentation with a brief overview of the project history and study area. He discussed topics of the previous meeting held with the FBRMPO and TCC on November 11, 2016. At this meeting, attendees requested a video of the calibrated model. Peter Trencansky with Patriot Transportation Engineering provided a high level overview of the calibrated model, the data collection process, and elements of the model was provided prior to showing the video. It was again noted that driver behavior between Patton Avenue and the Jeff Bowen Bridges was excluded from the model due to outlier data. Peter began the video explaining the different elements shown as they were seen.

The following are questions discussed during the presentation:

- When was the data collected and is it feasible to update it for comparison purposes?
  - The data was collected about four years ago. Updating the data would be starting from the beginning, however it was noted that Asheville driver behavior has likely not changed, therefore the same results would occur.
- Are there multiple modes of transportation included in the future year calibration?
  - The Future Year calibrated model is based upon the FBRMPO travel demand model.

## MEETING SUMMARY

August 14, 2017

Page 2 of 2

- Has it been evident that adding lanes reduces congestion during traffic events, such as accidents?
  - Yes, adding capacity allows for less congestion during events.
  - It was noted the model is very representative of driver behavior and congestion, with the exception of traffic at Exit 44 being much worse.

The meeting concluded at 3:00 pm.